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Tuesday, March 02, 1982  
Phalgun 11, 1903 (Saka)

## LOK SABHA DEBATES

**Eighth Session  
(Seventh Lok Sabha)**



*(Vol. XXIV Contains No. 1 to 10)*

**LOK SABHA SECRETARIAT**

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## LOK SABHA DEBATES

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### LOK SABHA

Tuesday, March 2, 1982/Phalguna 11,  
1903 (Saka)

*The Lok Sabha met at Eleven of the Clock.*

[MR. SPEAKER in the Chair]

### ORAL ANSWERS TO QUESTIONS

MR. SPEAKER: Shri Rajan.

SHRI K. A. RAJAN: This is a question arising out of the difficulties encountered by the customer's....

AN HON. MEMBER: He has not put the question.

MR. SPEAKER: He has taken the reply for granted.

SHRI K. A. RAJAN: Question No. 124.

### Conference of Gas Dealers of Indian Oil

\*124. SHRI K. A. RAJAN: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether a conference of liquid petroleum gas dealers of the Indian Oil Corporation was held in the Capital on 3 February, 1982 to evolve measures to improve customer service; and

(b) if so, the details and the outcome thereof?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKER): (a) and

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(b) It is reported by the Indian Oil Corporation (IOC) that a meeting of the Indian distributors of LPG (cooking gas) of their Delhi Division was held by the General Manager of the Northern Region on 3-2-1982 in New Delhi. The purpose of the meeting was to make the LPG distributors aware of their responsibilities towards the customers. Measures for improving the service to customers, satisfactory handling of complaints and safety aspects of all operations were discussed with the distributors at the meeting.

SHRI K. A. RAJAN: Sir, this is a question arising out of the difficulties encountered by the customers about LPG. The purpose of the meeting was very clear. But what were the concrete suggestions made and the concrete steps taken regarding this particular aspect? That is the motive of the question. I request the Minister to tell us the concrete suggestions made and the mechanism evolved during that meeting.

SHRI P SHIV SHANKAR: I have already said that this was in the nature of a general discussion with reference to improving the service of the customers. For example, there were complaints that there was delay in the customers getting the cylinders or the cylinders were not filled upto 15 kg. etc. These were the type of complaints that were coming and they were taken care of. Necessarily all these people assembled for the purpose of sorting out these complaints.

MR SPEAKER: No ulterior motive!

SHRI K. A. RAJAN: It is alleged by various customers who are regular users of these cylinders that the duration for which the cylinder lasts

varies from month to month. It is alleged that these dealers lend out the cyclinders to restaurants and hotels for 1 or 2 days and then supply them to the regular customers. Therefore, the duration varies from month to month. What is the remedy being taken in regard to this complaint from the customers?

**SHRI P. SHIV SHANKAR:** It is true that this type of complaints have also come to the notice of the various oil companies. The remedies that have been taken are weighing the cylinders on the spot and also trying to see that wherever complaints have come, to rectify the defects by supplying new cylinders and taking away old cylinders. Complaint cells have also been set up by different oil companies now for the purpose of registering complaints so that these vigilance cells can take care of this.

**श्री राम विलास पासवान :** गैस सप्लाई के सम्बन्ध में बार-बार शिकायत करने पर भी कुछ नतीजा नहीं निकलता है। नार्स एजेंसी एक कनाट प्लेस में है जो सप्लाई करती है। होटलों और रेस्टोरेंटों में तो सप्लाई हो जाती है लेकिन हम लोग बार-बार टेलीफोन करते हैं, दसियों बार करते हैं तब जा कर हम लोगों के यहां सप्लाई की जाती है। यह बी.आई.० पीज के साथ ट्रीटमेंट है जो किया जाता है। आपका जो विजिलेंस सैन है इसको डीलर कुछ समझते ही नहीं हैं चूंकि डीलर सीधे पैसे से डील करते हैं। मुझे अमा करें, मैं आपके सम्बन्ध में यह बात नहीं कह रहा हूं। वे जानते हैं कि उन्होंने पैसा दे कर या हाई अफिशल्ज की पैरवी के बल पर डीलरशिप ली है इस बास्ते उनको किसी की परवाह करने की जरूरत नहीं है, और उनका कोई कुछ विगाड़ नहीं सकता है। जो कम्प्लेंट की जाती है वह रटी की टोकरी में फेंक दी जाती है। क्या आप कोई इनवेस्टीगेशन करने जा रहे हैं कि जो गैस सप्लाई हो उस पर कोई मीटर बगैरह हो

जिससे पता चल सके कि सिलण्डर इतना भरा हुआ था इतना खाली है और कंज्यूमर को पता चल सके कि उस में कितनी गैस है ?

जो पच्ची सिलण्डर पर लगी रहती है वह अंग्रेजी में होती है। जो अंग्रेजी जानने वाले लोग नहीं हैं उनको पता भी नहीं चलता है कि कैसे इसको इस्तेमाल किया जाता है। क्या इसको हिन्दी में भी लगवाने की आप व्यवस्था करेंगे ? कितने विक्रेताओं के खिलाफ आपने कार्रवाई की है और उनके लाइसेंस रद्द किए हैं ?

**SHRI P. SHIV SHANKAR:** As regards the action to be taken against the distributors, now I have evolved a procedure in consultation with the IOC where for the first time, they will be warned. Next time it is a question of suspension or cancellation of the gas agency based on the gravity of the offence that is committed by this type of a person. That is what we have evolved as a procedure or guideline which has been passed on to various oil companies.

My hon. friend has also asked about the detection of the quantum of gas in the cylinder itself. Perhaps, the House is aware that some time back, there was a news item that an electronic device for the purpose of detecting the quantum of gas that is available in the cylinder, had been evolved. This is a suggestion which will have to be gone into in a little detail. For the present what is sought to be done is wherever there is a complaint, immediately weighment is arranged so that the cylinder is weighed in order to see the quantum of gas and necessary action based thereon could be taken. I am sorry that inconveniences are being felt in the ultimate analysis. The hon. Members would agree with me that this depends to a large extent, upon the character of persons who are dealing with the gas distribution itself. But that does not mean

that the Government absolves itself of the responsibility. So far as the Government is concerned, we will try to take as stringent measures as possible for the purpose of checking these irregularities.

SHRIMATI GEETA MUKHERJEE: Apart from the difficulty already mentioned, is the Minister aware of another very serious difficulty which is being faced by the low income group working women? Now-a-days, the gas burners that are displayed and sold, are mostly very costly. Comparatively lower priced gas burners are not available. If somebody insists on such low priced burners, as I did, our experience is that such low priced gas burners make such a terrible noise that any time it may burst and perhaps you may lose a Member. After making three complaints, it was replaced after two months and that too because of my VIP status. This is a very serious thing. Unless low cost burners are available, very few working men will be able to afford them at such rates. What is the Ministry doing about it.

SHRI P. SHIV SHANKAR: Of course, the manufacture of low cost burners has not occurred to the Ministry. Nonetheless, the suggestion could be considered. I assure the hon. Member that I will take this a little more seriously whether we can supply them at a cheaper rate.

SHRI SONTOSH MOHAN DEV: Lady Members of Parliament are not cooking at home. It can be proved.

MR. SPEAKER: We shall have to arrange some competition for them.

SHRIMATI GEETA MUKHERJEE: I am cooking. That is why I know, all this.

MR. SPEAKER: Next question. Shri Chandradeo Prasad Verma.

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): Sir, with your permission, may I make a request that Shri Satyasadhan Chakraborty's Question No. 127, could be taken up along with this, unless he has any objection because I really thought that Question No. 127 is a supplementary to Question No. 125. Of course, it is for him to decide.

SHRI SATYASADHAN CHAKRABORTY: It may be taken up separately

MR. SPEAKER: Sometimes the Members want it and the Minister does not agree.

SHRI P. SHIV SHANKAR: That is why I left it to his choice.

SHRI ATAL BIHARI VAJPAYEE: If you allow him two supplementaries, he will agree.

SHRI P. SHIV SHANKAR: I leave it to his choice.

SHRI SATYASADHAN CHAKRABORTY: I agree.

MR. SPEAKER: He has finally agreed.

SHRI P. SHIV SHANKAR: All right.

#### Unsold Imported Essential drugs with State Chemicals and Pharmaceuticals Corporation

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\*125. SHRI CHANDRADEO PRASAD VERMA:

SHRI LAKSHMAN MALICK:

Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it is a fact that the State Chemicals and Pharmaceuticals Corporation of India Limited a subsidiary

of STC, is having huge unsold stocks of imported essential drugs valued at several crores of rupees;

(b) if so, details thereof stating the reasons for the stocks remaining unsold; and

(c) the steps taken by the Government in the matter?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKER): (a) to (c). A Statement is laid on the Table of the House.

#### Statement

(a) to (c). As on 19-2-1982, the State Chemicals & Pharmaceuticals Corporation of India Limited (CPC) were holding stocks worth approximately Rs. 10.28 crores of imported canalised bulk drugs such as Chloramphenicol Powder, Chloramphenicol Palmitate, Sulphamethoxazole and Doxycycline against the current year's estimated total requirements of canalised bulk drugs of Rs. 36 crores. Part of these stocks are covered by valid allocation orders issued to Actual Users registered with the CPC. In respect of some drugs like Chloramphenicol Powder and Palmitate, the lifting has been slow.

The CPC is normally expected to maintain three months stocks of bulk drugs for distribution to eligible Actual Users. In addition, the CPC also maintains buffer stocks covering three months' requirements of certain critical drugs to ensure uninterrupted supply in the event of unexpected shortages.

Government periodically review the position relating to servicing, allocation and inventory of canalised drugs, keeping in view the trends in demand and availability of these drugs. In order to enable to CPC to dispose of their inventories, quantity, restrictions on supply to Actual Users of Chloramphenical Powder, Chloramphenical Palmitate and Sulphamethoxazole have been removed and the Actual Users have been made eligible

to get these items up to the quantities registered by them with the CPC.

#### Import of Chloramphenicol

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\*127. SHRI SATYA SADHAN CHAKRABORTY:

SHRI SUDHIR KUMAR GIRI:

Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government are importing through the State Chemicals and Pharmaceuticals Corporation of India Ltd., a subsidiary of State Trading Corporation, Chloramphenicol, an antibiotic drug and selling the same @Rs. 620 per kg.

(b) if so, how much of the drug has been imported so far;

(c) whether the said drug is freely available in the open market @Rs. 500 kg; and

(d) if so, the reasons in details for importing the said drug at an enhanced price?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) to (d). A Statement is laid on the Table of the House.

#### Statement

(a) and (b). The State Chemicals & Pharmaceuticals Corporation of India Limited (CPC) have reported that during 1981-82, they have not imported either Chloramphenicol Powder or Chloramphenicol Palmitate. The pooled prices of Chloramphenicol Powder and Chloramphenicol Palmitate, which are also the selling prices of CPC, have been fixed by Government at Rs. 622 and Rs. 806 per kg. respectively with effect from 7th October, 1980.

(c) Instances of availability of Chloramphenicol Powder in the local market at prices lower than Rs. 622 per kg. have come to the notice of Government.

(d) The price of Rs. 622/- per kg is based on the cost of production from an imported intermediate. The international price of this intermediate having come down, the cost of manufacture from the intermediate which is imported direct is now less. But since CPC's imports of Chloramphenicol took place in previous years and there has been no import during 1981-82, the question of comparing their past import prices with the price based on recent imports of the intermediate does not arise.

MR. SPEAKER: What an identical reply!

SHRI P. SHIV SHANKAR: I never wanted to discriminate between Shri Verma and Shri Chakraborty.

श्री चन्द्रदेव प्रसाद वर्मा : अध्यक्ष महोदय, जो टिप्पणी प्रस्तुत की गई है उस के अनुसार राज्य व्यापार निगम की एक सहायक कम्पनी सी. पी. सी.० के पास लगभग साढ़े 11 करोड़ रु. की आयातित औपचियों के भंडार बिना विके हुए पड़े हैं। इनके अनुसार प्रयोगकर्ताओं ने इस माल को नहीं उठाया। मैं पूछता चाहता हूँ कि क्या ऐसा इसलिए हुआ कि बाजार में विदेश से मंगाई गई औपचियां ज्यादा महंगी हैं बनिस्वत यहां देश की बनी हुई औपचियों के जो बाजार में हैं? यदि हां, तो यह औपचियां विदेश से क्यों मंगाते हैं?

SHRI P. SHIV SHANKAR: I must submit that my hon. friend is not entirely wrong, particularly about a bulk drug called Chloramphenicol, from which Chloramphenicol Power and Chloramphenicol Palmitate are manufactured. So far as Chloramphenicol is concerned, if it is imported and if the formulation is manufactured out of it, necessarily this has been a little costlier, as compared to the intermediary, that is, L-Base, if it is imported. It was not canalised previously through the STC, as a result of which it was imported,

freely, then the formulation made through it was a little cheaper. Therefore, so far as the private manufacturers were concerned, they were importing L-base and manufacturing the formulations. This was undoubtedly cheaper as a result of which only two courses were left to the Government. The Government had either to increase the import duty on L-base or allow the price to be fixed in such a form so that both could be sold at a particular level. In the ultimate analysis, the Government decided that on L-base where previously the duty was 25 per cent, the duty had been increased as a result of which now, the lifting of this particular bulk drug, is now getting quickened so far as the STC subsidiary, viz., CPC, is concerned. That is the position.

श्री चन्द्रदेव प्रसाद वर्मा : यह तो कस्टम ड्यूटी बढ़ाने से और ज्यादा महंगी हुई और महंगी होने पर उपभोक्ताओं की कठिनाई बढ़ गई।

मैं यह जानना चाहता हूँ कि यह औपचियां कब मंगाई गई थीं और कितने रुपयों की औपचियां पुरानी हों गई जिनका उपयोग नहीं हो सकता है, उनकी एक्स-पाइरी डेट हो गई है?

SHRI P. SHIV SHANKAR: Sir, these were imported some time in October, 1980, so far as the import part is concerned. In the answer I have made it clear.

श्री चन्द्रदेव प्रसाद वर्मा : यह तो मैं पूछता नहीं हूँ। मैं तो यह पूछता हूँ कि एक्सपाइरी डेट के बाद की कितनी है; जिनका जीवन-काल समाप्त हो गया है?

श्री पी. शिव शंकर : पहला जो प्रश्न पूछा कि कब इम्पोर्ट की गई, उसका उत्तर मैंने दिया

So far as the question of the due date of expiry is concerned, I am

sorry to say that these are the bulk drugs. Unless the formulations have been manufactured, the question of the expiry date does not arise. So, so far as the bulk drug is concerned....

श्री चन्द्रदेव प्रसाद वर्मा : यह कोई जवाब नहीं है। जब इतनी पुरानी हो गई हैं तो उनकी एक्सपाइरी डेट जरूर रहेगी।

श्री अध्यक्ष महोदय : वह कहते हैं कि जब तक दवा बनती नहीं, उनकी मौत होती नहीं।

श्री अटल बिहारी वाजपेथी : दवा बनने के बाद मरीजों की मौत होती है?

श्री पी० शिव शंकर : दवा बनी ही नहीं हो एक्सपाइरी डेट का सवाल कहां से आयेगा? लेकिन जहां तक बल्क छाग का सवाल है, अभी 2 साल की अवधि है।

SHRI SATYASADHAN CHAKRA-BORTY: Mr. Speaker, Sir, most probably we are discussing a thing about which the Minister and I know partially since we are neither chemists nor scientists.

SHRI P. SHIV SHANKAR: At least you must have read some science, which I have not read.

SHRI SATYASADHAN CHAKRA-BORTY: I had read, but that is not sufficient. Leave it. Any way the question is...

MR. SPEAKER: Do not ask me, I will have to send you both to school.

SHRI SATYASADHAN CHAKRA-BORTY: Mr. Speaker, Sir, the question is this. In reply to the previous question you have said that you keep these stocks for six months and you import on the basis of the requirements and you calculate the requirements. So, from the answer you gave

to the previous question, I find you did not raise the issue of lowering of prices in the international market of the intermediate. So, everything was all right. The drugs imported according to the requirements will be given to the actual users and so the question of surplus stock does not arise. But when my specific question was there that the price is much higher than the users can have from the domestic market, then you have said that you had to increase the customs from 25 per cent to 80 per cent so that some sort of price parity may remain. Now, I think, in answer to the previous question you completely evaded the issue and said everything was all right. Now the question is—how do you propose to dispose of the drugs that you have in your stock because even after increasing the customs duty there is still the slow lifting of the drug, because it has very marginal effect and the C.P.C. is holding meetings with the industry so that this can be lifted. You say this involves Rs. 36 crores. But in this particular drug it is almost Rs. 6 crores. How do you propose to dispose of this drug?

SHRI P. SHIV SHANKAR: I think I had made the position clear in my submission, of course subject to my being understood properly by my hon. friend. There is no anomaly in the answer that has been given by me with reference to the answer to Qs. 125 and 127.

The position, I may state, is this. So far as 1982 is concerned the demand of these essential drugs is to the tune of about Rs. 36 crores which have to be imported through the C.P.C. Now it is true that the particular bulk drug which is Chloramphenicol could not be disposed of in the quantum that was expected. He is very much right to that extent. Only two ways were left so far as the disposal of this bulk drug was concerned. It was not lifted as was expected by the various manufacturers. Either the intermediate L-base could

be canalised through the S.T.C., in which case the private manufacturers could not import by themselves, or the import duty could be raised. As a result of price stabilisation the manufacturers could lift it from the C.P.C. stocks. So, in view of the Commerce Ministry's approach that canalisation is not a proper course, we had resorted to raising the import duty. As a result of this the lifting has become a little faster.

My hon. friend's question could be answered like this viz., that having regard to the latest development of raising the import duty on L. Base, the lifting of this Chloramphenicol has become more swift.

**SHRI SATYA SADHAN CHAKRA-BORTY:** As I have told, even by lifting that the effect is marginal. Even if you do it, but because of replenishment licences, this drug can be freely imported by the manufacturers from the international market which is cheaper.

**SHRI P. SHIV SHANKAR:** No.

**SHRI SATYA SADHAN CHAKRA-BORTY:** They are doing it through replenishment licences and also there are other clandestine methods which they are adopting. Our Government is not in a position to effectively fight.

Through these licences they can import. It is free import. About this L. Base, you import, but as I said the effect is marginal.

**SHRI P. SHIV SHANKAR:** As I said, perhaps, I did not make the position absolutely clear.

So far as Chloramphenicol is concerned, its import is canalised through S.T.C. There is no question of free license at all. In fact the position is because of the stock that has already developed with the C.P.C. even the import of Chloramphenicol has been stopped now, so that the present stock could be disposed of.

It is only later on that this aspect could be considered—whether it should be further imported or not. My hon. friend is right—so far as international market is concerned, it is cheaper. On the basis of that manufacturer could import it. I am not denying that part of it. But because of the revision of the import duty when once it is brought in the country. As a result of which what happens is that it is a case of discouragement of the import of L-base itself so that the Chloramphenicol should be disposed of. What I mean is it is in the stock of CPC. That is the position.

As far as the licence part of it is concerned, to the question of clandestine import, my friend may be kind enough to bring to my notice if there are some people who are trying to avoid the law by illegal means. Otherwise, the law will take its own course.

**SHRI SATYA SADHAN CHAKRA-BORTY:** I was talking of legal means. The Minister has not answered my question. This is very important. This is in continuation of the second question. The Minister will agree with my point that the import of Chloramphenicol takes place through replenishment licences at Rs. 500 or less a kg. You forget for the time being, this clandestine method. But through the open replenishment licence, the manufacturers can import this drug at Rs. 500 or less a kg. If this is possible, then who is going to buy at Rs. 620/- per kg?

**SHRI P. SHIV SHANKAR:** Mr. Chakraborty, as I said, the entire import of Chloramphenicol by Government is being effected through the canalisation of STC only. Of course, L-base is different. (Interruptions).

**SHRI LAKSHMAN MALLICK:** I want to know from the hon. Minister the value of the different groups of antibiotics which remain unsold with-

the Chemicals and Pharmaceuticals Corporation and the reasons for not lifting them for sale and the steps proposed to be taken by the Government for lifting and selling of those stocks. May I also know from the Minister that the impression is that the Indian Pharmaceuticals Ltd., is dominated by foreign monopoly interests and that is why the stocks are piling up so much? The Indian Pharmaceuticals Ltd., is not delivering the goods and running into losses. May I know from the hon. Minister what steps the Government is taking on these points?

**SHRI P. SHIV SHANKAR:** I have already said that so far as the question of stock is concerned, the stock is not disproportionate to the demand. Actually, in my answer, I have mentioned that we will have to always keep three months' stock and further three months' buffer stock is also to be kept in order to meet the demands. I mean, in ordinary language, if I may be permitted to say so, our demand is to the tune of Rs. 36 crores worth of bulk drugs which are to be imported. Now roughly drugs worth of Rs. 10225 crores are in the stock. Six months' stock would be roughly about Rs. 18 crores. This, by itself, would be less. I have explained to Mr. Chakraborty this aspect of it because in respect of a particular bulk drug, the stock had accumulated and I had necessarily to answer it. With reference to others, it is not that bad.

**SHRI SUDHIR GIRI:** I would like to know from the hon. Minister whether at the time of purchasing these drugs from outside India, the same drugs were selling at a cheaper price in those Countries than the price at which the Government of India purchased and, if so, why the Government imported those drugs at a higher price and what interest of the consuming masses has the Government seen in this regard?

**SHRI P. SHIV SHANKAR:** So far as the Government is concerned, the

Government is not purchasing drugs at a higher price. The Government purchased the drugs at the same price. But because of the imposition of the import duty, when it comes to the question of selling the drugs in our own market, the price is bound to be a little higher. That is the position.

**DR. KRUPASINDHU BHOI:** There was a great debate with regard to dumping of Chloramphenicol drug in our country. That was the main point of my hon. friend Shri Chakraborty. May I know whether it is a fact that because the use of Chloramphenicol has side effect of blood discarrier, for that reason, the doctors in India are now replacing the Chloramphenicol with Septron and other allied drugs for enteric fever with the result that commercial organisations are not willing to lift Chloramphenicol which was previously the drug prescribed for enteric fever?

**SHRI P. SHIV SHANKAR:** That is not the reason. This is an anti-biotic drug, so far as the Parke-Devis is concerned, they manufacture it as Chloromycin. That is the trade name which they give for this drug. That is not the reason as a result of which this stock is not lifted, as my hon. friend has said. I have already made my submission as to why the stock is not lifted. I do not think I must repeat that.

#### Setting up New Electronic Switch Gear Factories

\*126. **SHRI PRATAP BHANU SHARMA:** Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Government have any proposal to set up a few new electronic switch gear factories in the country to meet the increasing demand of advanced telephone equipments;

(b) if so, the details thereof; and

(c) what is the progress till today?

**THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI VIJAY N. PATIL):** (a) Yes, Sir.

(b) Approved plans envisage setting up of two new factories for production of electronic telephone exchange equipment each with a capacity of 500,000 lines per annum.

(c) Global tenders issued for import of technology for setting up these factories are due to be received on 31-3-82.

**SHRI PRATAP BHANU SHARMA:** The hon. Minister has stated in his reply that there will be two new factories for production of electronic telephone exchange equipment each with a capacity of 5 lakh lines per annum. I understand that this new capacity will be made available during the next Five Year Plan. I would like to know from the hon. Minister (a) what will be our demand for this new equipment by 1990, (b) whether any export committee has been constituted by the Department to finalise the location of these new projects and (c) whether this expert committee has also visited Madhya Pradesh and recommended any suitable site there.

**SHRI VIJAY N. PATIL:** As regards (a), the demand has already been projected by 1985 and we are going to supply 14 lakh lines, including electronic telephone lines and cross-bar lines by 1985. As regards (b), a committee of experts is considering the selection of sites and it has not yet reached the final conclusion. As regards (c), all the States are visited and appropriate sites are being considered.

**SHRI PRATAP BHANU SHARMA:** I would like to know from the hon. Minister the names of places where this expert committee has already visited in the country.

**SHRI VIJAY N. PATIL:** I require notice for that. It has visited so many places.

**SHRI PRATAP BHANU SHARMA:** I think, he should know the places.

**SHRI XAVIER ARAKAL:** I had an opportunity to visit an exhibition "Communications in 80s". The electronics in the field of communications has far advanced. Whereas we are far behind, not to that extent, anyway.

There should be a proper communication and understanding and coordination between the Computer Section, the Electronics Section and the Communication Section. I suppose it is there.

My question relates to this global tender which is expected to expire on 3-3-1982. Will that tender be tied up on Government to Government basis or will it be considered based on the viability and technical aspect of it?

This is what I would like to know regarding the global tender.

**THE MINISTER OF COMMUNICATIONS (SHRI C. M. STEPHEN):** For global tender, there is no question of getting tied up with somebody. It is a global tender, for any interested party to answer to that tender. Specification is that it must be digital, that is the latest.

The one that my Hon. friend visited was over the advanced part of it, the digital electronic operation and we had our options before us.

There are two types of electronics, analogue and digital. Initially we had tenders for either of these two. We have now taken the decision that the new technology must be the advanced technology; digital. We have, therefore, amended the tender and we are confined only to digital technology. We would be able to know who all have tendered for it only by the 31st March and what are the contents of the tender, and all that. After that, the processing will take place. Electronics is advancing.

My Hon. friend was taken aback by what he saw there. I must assure him that most of what he saw there is not stabilised. These are just prototype things being put into. We cannot put them into the national network. We can put into the national network only the proven one and that is the specification on which the global tender has been called.

**MR. SPEAKER:** Mr. Sethi, do you want to ask a question?

**SHRI CHINTAMANI JENA:** I would like to know from the Hon. Minister whether the E.T.T.D.S. of our country has offered to supply electronic equipments for this telephone equipment industry and, if so, what is the necessity of asking global tenders for it.

My second part of the question is when the Committee has already visited some of the States of our country and some places, may I know from the Hon. Minister if the Committee has submitted their report to the Government and, if so, what is the report and what are their findings?

**SHRI VIJAY N. PATIL:** I have already stated that the electronic technology is changing very fast and some other nations are far ahead of us. That is why, global tender is necessary.

Secondly, I have told about the selection of site. It is still under consideration and all the criteria are being taken into account.

#### Setting up of Tidal Power Project in Bay of Bombay

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\*132. **SHRI DAULAT SINHJI JADEJA:**

**SHRI NAVIN RAVANI:**

Will the Minister of ENERGY be pleased to state:

(a) whether Government are considering to launch a Tidal Power Project in the Bay of Bombay; and

(b) if so, the site selected and the details of the said project?

**THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN):** (a) and (b. No, Sir. Government are not considering to launch a tidal power project in the Bay of Bombay. However, Government have sanctioned a scheme for carrying out studies and investigations in the Gulf of Kutch to enable preparation of a feasibility report for a tidal project in that area. The proposal has been sanctioned at a cost of Rs. 218 lakhs and the investigations have already started.

**SHRI DAULATSINHJI JADEJA:** Part (b) of my Question has not been fully answered. May I know from the hon. Minister whether the Government is aware of the fact that, way back in 1975, a U.N. expert had given a proposal at four different sites in the Gulf of Kutch and two such sites were where the Ministry of Shipping could also be concerned and save a Rs. 2 crore expense every year from dredging alone, and whether the Minister could inform us which one, whether A or B or C or D, has been selected.

**SHRI VIKRAM MAHAJAN:** The studies were carried on and three sites were suggested. There is the fourth site also which has been suggested by the CEA. In the three sites which were suggested earlier, the construction would have been 26 kms in one case in the sea, 31 kms in another case and 34 kms in the third case, whereas the CEA has suggested an alternative according to which we will have to construct only five kms. of wall. We are thinking of constructing a 600 mega-watt Station. The studies, as I have already said, have been initiated.

**SHRI DAULATSINHJI JADEJA:** Besides the Gulf of Kutch, the Gulf of Cambay and Sunderban area in West Bengal were also selected and recommended by the U.N. team, but we find from the Minister's report that only one site has been selected. I want

to know whether they would be considering the two other places also.

**SHRI VIKRAM MAHAJAN:** Many other sites have been suggested for the construction of the wall in the sea: In the case of Cambay, in one instance about 26 kms and in another instance about 32 kms. We have to choose the one which would be viable for the type of power station which we should construct. In the Bengal region also, the sites were seen; but the potential was very small, hardly one megawatt in one case, three megawatts, two megawatts. Therefore, considering all the alternatives, we find that it would be better if we concentrate on one.

**AN HON. MEMBER:** What are those in Bengal?

**SHRI VIKRAM MAHAJAN:** In Bengal, one is Durgaduani creek, one alternative is 1.5 megawatts and the other alternative is 2.29 megawatts. The second is Belladona creek, one alternative is 1.85 megawatts and the other alternative is 2.25 megawatts. The third is Pitts creek; the estimated capacity is 15.4 megawatts.

**SHRI NAVIN RAVANI:** I would like to know from the hon. Minister whether Government have received any memorandum from the Chamber of Commerce, Bhavnagar, regarding survey for tidal power in Bhavnagar. Is it also true that tidal power units are successfully working in France and South Korea and that Government is considering taking expert advice from these countries?

**SHRI VIKRAM MAHAJAN:** So far, there is only one power station which is doing commercial job and that is in France. The other countries are still experimenting.

**SHRI NAVIN RAVANI:** My question has not been answered, whether we are considering taking experts from these countries.

**SHRI VIKRAM MAHAJAN:** We have found that the best available

technology is from France and we have invited them.

**SHRI NAVIN RAVANI:** Have Government received any memorandum from the Chamber of Commerce, Bhavnagar, regarding survey for tidal power in Bhavnagar and will Government make a survey in Bhavnagar?

**SHRI VIKRAM MAHAJAN:** As I have already stated, we have initiated the survey. So far as Bhavnagar is concerned it is not within my knowledge. I will check up and pass on the information to the hon. Member.

**MR. SPEAKER:** Question No. 134—Shri K. C. Sharma.. Question No. 135..

**SHRI SATYANARAYAN JATIYA:** Question No. 135.

**MR. SPEAKER:** Sharmaji, you do not want to put your question?

**SHRI K. C. SHARMA:** Yes, Sir. Question No. 134.

**THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILISERS (SHRI P. SHIV SHANKAR):** Question No. 135.....

**MR. SPEAKER:** No, no. Mr. Sharma has put his question—Question No. 134 and Mr. Jatiya has very honourably accommodated his colleague.

**SHRI P. SHIV SHANKAR:** What has happened is that I have got about 11 questions to-day and I have to answer all of them myself.

मध्य प्रदेश में पेट्रोकेमिकल्स कम्प्लेक्स की स्थापना

\*134. श्री काली चरण शर्मा : क्या पेट्रोलियम रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भिंड तथा दतिया (मध्य-प्रदेश) में पेट्रो-कैमिकल्स कम्प्लेक्स की स्थापना करने का कोई प्रस्ताव उनके मंत्रालय के विचाराधीन है; और

(ख) यदि नहीं, तो क्या सरकार का विचार इन क्षेत्रों में बड़ा रासायनिक उच्चोग्न स्थापित करने पर विचार करने का है?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) A letter of intent was issued in July 1981 to the Madhya Pradesh State Industries Corporation Ltd. to set up a polyester staple fibre plant of 15,000 tonnes per annum capacity; the capital cost of this large petrochemical plant is estimated at about Rs. 50 crores. The exact location of the project has not yet been indicated by the State Government.

A proposal for another large petrochemical plant in Morena District of Madhya Pradesh, is under consideration.

(b) There is no such proposal.

श्री के० सी० शर्मा : मैं माननीय मंत्री जी से जानना चाहता हूं कि मुरैना के पेट्रो केमिकल कारखाने के बारे में सरकार कब तक निर्णय करेगी।

SHRI P. SHIV SHANKAR: I can only assure that as early as possible we will take the decision....In matters like this, it is difficult to indicate the time factor.

श्रीमती कृष्णा शाही : श्री अध्यक्ष महोदय, मैं माननीय मंत्री जी से जानना चाहती हूं कि क्या सरकार ने बर्तनी में पेट्रो केमिकल काम्प्लेक्स खोलने के बारे में निर्णय लिया था कि 1980-81 में स्थापित किया जाएगा। उस समय तत्कालीन मंत्री श्री पी० सी० सेठी जी ने आश्वासन दिया था।

MR SPEAKER: Not relevant, Madam.

(व्यबधान)

श्रीमती कृष्णा शाही : देश में कितने पेट्रो केमिकल काम्प्लेक्स खोलने का प्रस्ताव है?

श्री अटल बिहारी बाजपेयी : अध्यक्ष महोदय, मध्य प्रदेश का मामला है। इस बात को ध्यान में रखते हुए कि मुरैना, भिण्ड, दतिया—ये पिछड़े हुए क्षेत्र हैं और डाकू प्रभावित क्षेत्र हैं और बिना कोई केन्द्रीय कारखाना बड़े पैकाने पर लगाए हुए इन क्षेत्रों का विकास मुश्किल है, क्या सरकार मुरैना के सम्बन्ध में जो कारखाना प्रस्तावित है और जिसका मामला बहुत दिनों से सरकार के विचाराधीन है, उस पर जल्दी से फैसला करेगी और मध्य-प्रदेश सरकार को निर्देश देगी कि इस मामले में वह अपनी कुंभकर्णी निन्द्रा छोड़ कर सक्रिय बने?

SHRI P. SHIV SHANKAR: The industrial policy of the Government is that the first preference should be given to the backward districts. Keeping this guideline in view, action would certainly be taken in due course of time. I may assure the hon. Members that on my part as early as possible we would take the decision unless certain impediments are unduly created.

गैस पर आधारित उर्वरक संयंत्रों की स्थापना

135. श्री सत्य नारायण जटिया : क्या पेट्रोलियम, रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) सरकार का विचार गैस पर आधारित कितने उर्वरक संयंत्र स्थापित करने का है।

(ख) ये संयंत्र कब तक स्थापित कर दिये जायेंगे तथा वे कहां कहां पर स्थापित किये जायेंगे; और

(ग) मध्य प्रदेश के किन किन राजानों पर इस दारे में सर्वेक्षण किया गया है।

**THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR):** (a) and (b) It is proposed to set up six gas-based fertilizer plants, one each in Madhya Pradesh and Rajasthan and four in Uttar Pradesh.

**SHRI JAMILUR RAHMAN (Kishanganj):** What about Bihar?

**SHRI P. SHIV SHANKAR:** The exact locations and the schedule of implementation of these plants have not yet been finalised.

(c) The Site Selection Committee appointed by the Government conducted surveys of the sites indicated by the Government of Madhya Pradesh in the following districts:—

- (i) Sehore;
- (ii) Hoshangabad;
- (iii) Mandsaur;
- (iv) Ratlam;
- (v) Ujjain;
- (vi) Sagar; and
- (vii) Guna.

**श्री सत्य नारायण जटिया :** उर्वरक की देश को बहुत ज्यादा जरूरत है। इस वास्ते गैस बेस्ड फर्टिलाइजर प्लांट्स जल्दी से जल्दी लगने चाहियें। प्रश्न के खंभाग के उत्तर में आपने कहा है कि इन प्लांट्स के सही स्थानों और कार्यान्वयन को अभी अन्तिम रूप नहीं दिया गया है। मैं पूछना चाहता हूं कि जो सर्वेक्षण किए गए हैं और जो पूरे हो गए हैं वे किन किन तिथियों को पूरे हुए थे और उन पर निर्णय लेने के काम को आप कब तक पूरा कर देंगे? कब तक पता चल जाएगा कि यहां यहां आप ये प्लांट देने वाले हैं?

**SHRI P. SHIV SHANKAR:** I am sorry that so far as various dates of the report are concerned, I do not have the immediate information. As to the exact date, I cannot give you at this stage. But, I shall lay it on the table of the House in due course of time.

In so far as the Government's decision is concerned, the matter is under the process. The fixation of the time is not possible. I think within two to three weeks time, it should not be difficult for me to take a decision and then to process it through the Cabinet.

**श्री सत्य नारायण जटिया :** मैंने यह पूछा था कि सर्वेक्षण का काम कब पूरा कर लिया गया है?

**श्री पी० शिव शंकर :** मैंने निवेदन किया है कि तिथि अभी मेरे पास नहीं है और इसको मैं टेबल पर रख दूँगा।

**श्री सत्य नारायण जटिया :** गैस बेस्ड फर्टिलाइजर प्लांट्स लगाने के बारे में जो स्थान चुने जाने हैं उनकी अर्हता एं क्या हैं?

**SHRI P. SHIV SHANKAR:** Well, various factors have to be taken into consideration for the purpose of setting up the gas-based plants. Particularly, the power and water are the main factors, apart from the location part of the same which have got to be taken into consideration. Certainly, the first preference will be given to the backward districts.

**श्री सत्य नारायण जटिया :** उज्जैन जिले में पिलौदा सागोदी माता के निकट सर्वेक्षण किया गया है? वहां पर मैं यह जानना चाहता हूं कि कब तक इस संयंत्र की स्थापना कर दी जाएगी?

**श्री पी० शिव शंकर :** एक्सपर्ट कमेटी बैठी थी। उस कमेटी की रिपोर्ट को आधार बना कर पूरे मामले का तस्किया किया जाएगा।

**श्री जमीलुर्रहमान :** मैं एक छोटा सा प्रश्न करना चाहता हूं। एक में यह पूछा गया था: ...

The question (a) is: the number of gas-based fertiliser plants proposed to be set up by Government.

'बी' में यह पूछा गया है कि ये प्लांट जो स्थापित होंगे वे कहां होंगे ? मंत्री महोदय ने जो जवाब दिया है उस में कहा है कि लोकेशन के लिए पानी और पावर, ये दो चीजें जरूरी हैं ।

अध्यक्ष महोदय : मुझे याद है कि आपने कहा था कि एक छोटा सा सवाल करूँगा ।

श्री जमीलुर्रहमान : छोटा ही कर रहा हूँ । मेरी प्रार्थना है कि वरीनी में पावर और पानी दोनों ही हैं । उसके बारे में आपका क्या ख्याल है ? वहां भी अगर गैस बेस्ड प्लांट लगे तो खेती की पैदावार बढ़ेगी, खेत हरे भरे होंगे और हम चाहते भी हैं कि अनाज की पैदावार मुल्क में बढ़े ।

SHRI P. SHIV SHANKAR: Sir, apart from the location of the site, power and water, there is also a case for the easy availability of feedstock. I have already said that it is not possible for me to enumerate all the criteria but, the easy availability of feedstock is also one of the criteria which has got to be taken into consideration.

So far as Bihar is concerned.....  
(Interruptions).

SHRI NIREN GHOSH: How do you get the gas?

SHRI P. SHIV SHANKAR: Let me complete my sentence. You want to judge me without hearing me. That is the whole difficulty. Sir, the submission that I was making was that there is already a Sindri Factory so far as Bihar is concerned. We also take into consideration the demand projections and the supply projections which have to be effected. Various factors have to be taken into consideration. I am not ruling out the possibility of a particular site in a particular place. De-

pendening on the circumstances, sometimes, suppose if there is more demand, in the nearabout area, if a fertiliser plant is set up, that helps the people in that region. So, these are all the aspects that have to be taken into consideration.

श्री चतुर्भुज : अध्यक्ष जी, गैस बेस्ड इण्डस्ट्रीज को ले कर अक्सर राज्यों में झगड़े होते हैं । ऐसा लगता है कि तय करने का आधार टेक्नीकल न हो कर पोलिटिकल होता है । तो मैं जानना चाहता हूँ कि आपके पास जो सर्वे कमेटी है उसका आधार क्या है चयन करने का ? और वह किस प्रकार निश्चय करती है स्थान का ? मिसाल के लिए मैं आपको बताऊँ कि राजस्थान के अन्दर ज्ञालावाड़ जिला वैकर्बंध जिला घोषित है वहां कोई ऐसा कारखाना नहीं लगाया जाता है जब कि वहां से पाइप लाइन भी जाती है । सरकार ने निश्चय किया था कि ज्ञालावाड़ के अन्दर कारखाना लगाने के विषय को भी देखा जायगा । तो मैं पूछना चाहता हूँ कि सारे देश के अन्दर सर्वे कर के इस प्रकार के स्थान तय करने का आधार पोलिटिकल न हो कर टेक्नीकल आधार आप रखेंगे ?

SHRI P. SHIV SHANKAR: Sir, I must submit that the locations of these fertiliser plants are not determined on the basis of the political expdiencies. Two expert committees dealt with the matter. One expert committee headed by Shri K. C. Sharma was with reference to the location and the other headed by Shri Lovraj Kumar was about the pipeline. Jointly they have gone into this question and taken into consideration the various criteria and guidelines. They have submitted their Report. There is no question of political consideration arising therein.

श्री राजनाथ सोनकर शास्त्री : अभी मंत्री जी ने कहा कि यह कारखाने उन्हीं क्षेत्रों में लगाये जायेंगे जो पिछड़े क्षेत्र

हैं। दूसरे आपने यह भी कहा कि एक विशेषज्ञ समिति नियुक्त कर दी गई है इसके लिए। मान्यवर, मैंने एक साल हुए यही प्रश्न आपसे पहले मंत्री महोदय से किया था और उनका एक पत्र भी हमें मिला था। गाजीपुर में उर्वरक कारखाना खोलने के सम्बन्ध में। और आपने उत्तर दिया था कि चयन समिति गाजीपुर भेजी जा चुकी है और वहां जा कर के उसने अपना सर्वे किया है। मैं पूछता चाहता हूं कि वह सर्वे समिति गाजीपुर में कब गई थी और उसने क्या रिपोर्ट आपको दी? क्योंकि मैं आपके मंत्रालय को अब तक 8 पत्र लिख चुका हूं और मुझे कोई उत्तर नहीं मिला है। तो क्या गाजीपुर में, जैसा कि सरकार का भी प्रस्ताव है, वह फैक्ट्री लगेगी कि नहीं? जब कि वहां के लोग भूमि भी देने को तैयार हैं?

श्री पी० शिव शंकर: यह कमटी गाजीपुर कब गई थी? उसकी तारीख तो मैं अभी नहीं बता सकता। इस मामले में थोड़ा जांच कर के फिर सदन में आपको बता दूंगा।

श्री राजनाथ सोनकर शास्त्री: रिपोर्ट क्या आई है?

श्री पी० शिव शंकर: इस कमटी की रिपोर्ट आ गई है। मैं क्षमा चाहता हूं आपके खत लिखने के बावजूद भी आपको जवाब नहीं मिला। आप दो, तीन दिन का समय दीजिए मैं जांच करा लूंगा।

श्री गिरधारी लाल व्यास: मान्यवर, राजस्थान सरकार ने गैस बेस्ड फॉटिलाइज़र

प्लाण्ट लगाने के लिए कौन कौन से नाम प्रस्तावित किये हैं और आपने किस पर निर्णय लिया है, यह मैं जानना चाहता हूं। दूसरे राक फ़ासफ़ेट और पाइराइट पर बेस्ड खाद के कारखाने राजस्थान को आपने दिये थे, मैं जानना चाहता हूं कि वह कहां लगाने का आपने निर्णय किया है, उसके सम्बन्ध में आपने क्या कार्यवाही की है, इसका भी उत्तर दीजिए।

#### WRITTEN ANSWERS TO QUESTIONS

##### Break-down of generators of Bharat Heavy Electricals

\*128. SHRI ARVIND NETAM: Will the Minister of ENERGY be pleased to state:

(a) whether there is any proper study of the man-days lost in national production due to the continuous break-down of the BHEL generating sets; if so, the figures thereof; and

(b) how many MW generating sets have been ordered from abroad and on whom were the orders placed during the last one year and how many more large generating sets are expected to be imported and when?

THE MINISTER OF ENERGY (SHRI A.B.A. GHANI KHAN CHOUDHURY):  
(a) No, Sir.

(b) During the period April, 1981 to January, 1982, generating sets totalling 1280 MW capacity have been ordered from Japan, Hungary, Italy and Canada. The details are given in the Statement attached. It is not possible to say at this stage as to what orders will be made in the future.

## Statement

Sl. No.	Name of the Project	Capacity of the equipment ordered	Firm on whom ordered
1.	Western Yamuna Canal H.E. Project (H.S.E.B.)	64 MW	Sumitomo Corporation, Japan.
2.	Lower Mettur Project (T.N.E.B.)	120 MW	Do.
3.	Lower Borplani Project Assam(A.S.E.B.)	100 MW	Do.
4.	Nagarjunasagar Project (A.P.S.E.B.)	302.4 MW	Hitachi Mitsubishi Consortium— ordered through BHEL
5.	Stakana Project (J&K)	4 MW	GANZ-MOVAG, Hungary, or- dered through BHEL.
6.	Karnah Hydro-electric Project (J&K)	2 MW	GANZ-MOVAG, Hungary or- dered to be placed through BHEL
7.	Kunda Hydro-electric Project (T.N.E.B.)	20 MW	Approved—order is to be placed on Westinghouse, Canada.
8.	Hirakud Stage II HEP (OSEB)	37.5 MW	Order placed on Hitachi, Japan.
9.	Neyveli thermal Project extension	3x210 MW	Orders placed for boilers on Electro Hungary Orders placed for turbo-generator on Franco Tosi -Italy.

## Requirement of Kerosene Oil

\*129. SHRI ANANTHA RAMULU MALLU: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to lay a statement showing:

(a) whether Government have made any assessment regarding the requirement of Kerosene, State-wise;

(b) if so, the details thereof;

(c) whether Government propose to import kerosene to meet its demand in the country; and

(d) if so, the details regarding the quantity and from which countries, country-wise?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) and (b). The requirement of kerosene oil of various States and Union Territories is determined on the basis of their historical allocations/sales and 5 per cent an-

nual growth rate over such allocations sales for the corresponding months. Taking into account the overall availability of the product, movement capacity etc., monthly allocations are made. Besides the regular monthly allocations ad-hoc allocations to meet specific situations, like flood, drought, festivals etc. are also made when necessary and justified.

The allocation made to various States and Union Territories during 1981-82 is given in the Statement.

(c) and (d) Yes, Sir. A contract has been signed with the USSR for the import of 1.5 million tonnes of kerosene oil in 1982. Arrangements have also been made to import additional quantities of kerosene to meet immediate requirements from suppliers based in USA, UK and Bermuda. As per present estimates, it should be possible to get about 150,000 tonnes of kerosene from these sources. It would not be in public interest to disclose further details in this regard.

## STATEMENT

Allocations of kerosene made to various States/Union Territories during 1981-82

States/Union Territories	Allocations during 1981-82
1. Andhra Pradesh	338,280
2. Arunachal Pradesh	4,510
3. Andaman & Nicobar Islands	1,705
4. Assam	133,800
5. Bihar	258,600
6. Chandigarh	10,920
7. Dadra & N. Haveli	1,705
8. Delhi	142,600
9. Gujarat	438,067
10. Goa, Daman & Diu	16,670
11. Haryana	77,380
12. Himachal Pradesh	19,100
13. Jammu & Kashmir	32,550
14. Karnataka	256,410
15. Kerala	140,130
16. Madhya Pradesh	210,160
17. Maharashtra	869,167
18. Manipur	9,250
19. Meghalaya	7,970
20. Mizoram	3,810
21. Nagaland	5,410
22. Orissa	85,450
23. Punjab	165,360
24. Pondicherry	8,090
25. Rajasthan	143,104
26. Sikkim	5,450
27. Tamil Nadu	387,610
28. Tripura	12,310
29. Uttar Pradesh	455,386
30. West Bengal	419,800
31. Lakshadweep	
	TOTAL
	4660,754

**Increase in tariff rate by D.V.C.**

\*130. SHRI SOMNATH CHATTERJEE:

SHRI R. P. DAS:

Will the Minister of ENERGY be pleased to state:

(a) whether it is a fact that the DVC is again thinking to raise its tariff;

(b) if so, whether the DVC has consulted the West Bengal and Bihar Governments who are members of the DVC Board before it is going to raise the tariff;

(c) if so, the reaction of both the Governments; and

(d) if not consulted, the reasons thereof?

THE MINISTER OF ENERGY (SHRI A.B.A. GHANI KHAN CHOUDHURY):

(a) Yes, Sir, in order to generate internal resources required for implementing the capital programme of D.V.C.

(b) and (c). At a meeting of the Corporation held on 22-1-1982, the proposal was discussed. However, the representative of the Government of Bihar was not present in this meeting, while the representative of the Government of West Bengal asked for more details. This issue will be discussed at the next meeting of the Corporation.

(d) Does not arise.

**Filling up of posts in Engineers India Ltd. reserved for Scheduled Castes and Scheduled Tribes**

\*131. SHRI SOMJI BHAI DAMOR: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it is a fact that Engineers India Ltd. has called applica-

tions from Scheduled Caste and Scheduled Tribe candidates exclusively for appointment to various categories of posts after April, 1981; if so, how many times;

(b) if so, the number of candidates applied for the posts in response to that advertisement;

(c) if no candidate was called for interview etc., the reasons therefor;

(d) what steps Government propose to take to fill up these posts and quota reserved for these communities; and

(e) by what time these posts are likely to be filled up?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) Yes, Sir, this was done on two occasions after April 1981.

(b) and (c). 280 candidates applied for the posts in various disciplines of engineering and 734 candidates applied for other posts. Interviews have taken place in respect of some categories of posts. All the candidates meeting the requisite standards will be invited for interviews which are scheduled for March—May 1982.

(d) and (e). Engineers India Limited are taking special steps to fill up the posts reserved for Scheduled Caste/Scheduled Tribe candidates. These include, inter-alia, providing financial assistance every year for a few under-graduate engineering Scheduled Caste/Scheduled Tribe candidates; associating Scheduled Caste/Scheduled Tribe representatives in the Selection Committees; forwarding details of requirements to the various agencies concerned with a view to assist the recruitment of Scheduled Caste/Scheduled Tribe candidates in public sector undertakings. Thus concerted efforts are being made to fill up the reserved quotas for Scheduled Caste/Scheduled Tribe candidates as quickly as possible.

**Glut of catalysts produced by F.P.D.I.L.**

\*133. SHRI A. K. ROY: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to lay a statement showing:

(a) the details of buyers of different catalysts prepared by the Fertilizer (Planning and Development) India Limited at Sindri as on 1st January, 1982 with orders pending;

(b) whether there has been sudden glut in catalysts as the public sector fertilizer units are avoiding to purchase that from the FPDIL, if so, the reasons thereof;

(c) whether it is a fact that Thal Project would not take catalyst from the FPDIL and the Sindri Modernisation Plant has also purchased catalyst from other sources; if so, reasons thereof;

(d) whether he is aware of serious difference of opinion between the FPDIL and the Sindri Unit of the F.C.I. about the suitability of the catalysts; and

(e) if so, facts in details and the steps taken thereon?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) A list of buyers of catalysts from Fertilizer (Planning & Development) India Limited (FPDIL) Sindri and pending orders is enclosed.

(b) FPDIL has reported a high inventory of catalysts due to lower off-take. This is mainly because of the demand for catalysts from the fertilizer industry being lower due to the closure of many production units for considerable periods during the previous years.

(c) Catalyst supply orders for the Thal Project are still to be processed.

The Fertilizer Corporation of India Ltd. (FCI) has purchased one charge of carbon-monoxide shift conversion catalyst for the Sindri Modernisation plant from another supplier in the country because according to the FCI, the plant's experience with the earlier charge supplied by FPDIL was not fully satisfactory.

(d) and (e). The FPDIL do not agree with this assessment of the FCI. The decision in this regard is ultimately a matter of the technical judgment of the user company.

**Statement****List of buyers of catalysts from FPDIL, Sindri**

(i) Fertilizer Corporation of India Ltd.

(ii) Hindustan Fertilizer Corporation Ltd.

(iii) National Fertilizers Ltd.

(iv) Rashtriya Chemicals and Fertilizers Ltd.

(v) Madras Fertilizers Ltd.

(vi) Zuari Agro Chemicals Ltd.

(vii) Shriram Chemicals Ltd.

(viii) Steel Authority of India Ltd. (Rourkela Fertilizer Plant).

(ix) Hindustan Petroleum Corporation Ltd.

(x) Hari Fertilizers.

(xi) Assam Petrochemicals.

(xii) Indian Cable Company.

(xiii) Bimetal Bearings.

(xiv) Gujarat State Fertilizer Company.

(xv) Neyveli Lignite Corporation.

(xvi) Indian Explosives Ltd.

(xvii) Fertilizer and Chemicals Travancore Ltd.

Orders pending on 1st January, 1982 are:

(1) Hindustan Fertilizer Corporation; Durgapur.

a. 15.13 M<sup>3</sup> Secondary Reforma-  
tion catalyst

b. 8M<sup>3</sup> catalyst support balls

(2) Fertilizer and Chemicals Travancore Ltd., Udyogamandal 17 M<sup>3</sup> Vanadium pentoxide catalyst

(3) Rashtriya Chemicals & Fertilizers Ltd., Trombay 10M<sup>3</sup> Vanadium pentoxide catalyst

(4), Bhatinda Heavy Allied Chemicals 10 M vanadium pentoxide catalyst.

#### Setting up of small electronic telephone Exchanges

\*136. SHRI HARISH SINGH RAWAT: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether small electronic telephone exchanges are proposed to be set up in hilly areas keeping in view the utility of those exchanges for hilly areas; and

(b) if so, whether Ranikhet, Bageshwar, Dharchula, Lohaghat, Pithoragarh and Ramnagar cities of Uttar Pradesh will be benefited from this scheme in the near future?

THE MINISTER OF COMMUNICATIONS (SHRI C. M. STEPHEN):  
(a) Yes, Sir.. The Government have formulated a plan to instal small electronic telephone exchanges in the country. Some of the hilly areas are also covered under the plan.

(b) Yes, Sir. Manual telephone exchanges are now working in all the mentioned cities and it is proposed to instal electronic exchanges at Ranikhet and Pithoragarh.

#### Break-down of compressors at Haldia Fertilizers Plant

\*137. SHRI RASHEED MASOOD: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it is a fact that the oxygen and nitrogen compressors of Haldia Fertilizer Complex broke down because of serious flaws in the designs and defects in the equipment supplied both by the foreign and indigenous manufacturers;

(b) if so, details thereof stating the loss suffered on this account;

(c) whether any inquiry into the defective supply of the equipment has been made by Government; and

(d) if so, the result thereof and the steps contemplated by Government in the matter?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) During the commissioning of the Haldia fertilizer plant design defects were noticed in the Oxygen and nitrogen compressors.

(b) The intercooler channel partition, separator internal, valve plate, piston rings and guide rings of the oxygen compressor broke down during the commissioning activities. Two of the guide vanes in the stationary diaphragm of the Nitrogen Compressor were found fitted in the reverse direction.

These defects will result in a delay of about six months in the start of commercial production in this plant. The direct consequence of this delay would be an increase of about Rs. 9 crores in the financing and departmental charges of the project.

(c) and (d). As soon as the defects were noticed, the Company took up the matter with the suppliers of equipment. Necessary modifications are being made in the design and the damaged equipment is being replaced.

### Industries affected by power cut in Orissa

\*138. SHRI A. C. DAS: Will the Minister of ENERGY be pleased to lay a statement showing:

(a) the total number of major industries going to be affected by the recent power cut imposed by the State Electricity Board of Orissa from the 31st January, 1982;

(b) the particulars of those industries;

(c) whether it is a fact that some other industries had been affected by the same power cut imposed by the

State Electricity Board on the 20th November, 1981;

(d) the particulars of those industries which were affected by power cut on 20th November, 1981; and

(e) the details thereof?

THE MINISTER OF ENERGY (SHRI A. B. A. GHANI KHAN CHAUDHURY): (a) Twenty-two industries consuming about 1 MW and above of power have been subjected to power cut with effect from 1-2-1982.

(b) The names of industries are given in the statement attached.

(c) to (e). Out of the above 22 industries 10 industries were subjected to the earlier power cut imposed on 20th November, 1981. The names of those are also indicated in the statement attached.

### Statement

Name of industries subjected to power cut w.e.f. 20-11-1981 and 1-2-1982.

Sl. No.	Name of Industries
1	RSP Rourkela
2	FCI Talcher
3	Indal Hirakud
4	Indian Metals and Ferro Alloys Ltd. Theruvelli
5	Ferro Manganese Plant Rayagada
6	Ferro Manganese Plant Joda
7	Ferro Chrome Plant Jaipur Road
8	Jayashree Chemicals Ltd.
9	O.P. Mills Caustic Soda
10	J.K. Paper Mills Rayagada
11	Indian Metals and Carbide
12	Bhaskar Textiles
13	Kaling Weavers Cooperative Society, Dhenkanal
14	Aluminium Industries Hirakud

These ten industries were subjected to power cut w.e.f. 20-11-1981

Sl. No.	Name of Industries
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15	Rerolling Mills Hirakud
16	Orient Paper Mills
17	Titagarh Paper Mills
18	Utkal Machineries Ltd. Kanshalal
19	Belpahar Refractories
20	Kaling Tubes, Choudwar
21	Orissa Textile Mills, Choudwar
22	Orissa Industries, Lathikete

**Petrol Pumps in Connaught Place on Unauthorised Land**

\*139. SHRI JITENDRA PRASAD: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether almost all petrol pumps in Cannaught Place area, New Delhi are on 'unauthorised land'; and

(b) if so, reaction of Government thereto and steps taken in the matter?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) No, Sir.

(b) The question does not arise.

**Cost Effect and Cost Benefit Assessment for Newspaper Industry**

\*140. SHRI BASUDEB ACHARYA: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether Government have made any cost effect and cost benefit assessment for the newspaper industry;

(b) if so, the result of the same;

(c) if not, whether Government have any intention to do the same now;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI VASANT SATHE): (a) to (c). No, such study has been made recently. However, one of the terms of reference of Press Commission relates to the examination of 'Economics of the newspaper industry; newsprint, printing machinery and other inputs for newspapers'. The present term of the Commission is upto 31st March, 1982 and the report of the Commission is expected by that date.

**Exploration and Production of Petroleum in Sixth Plan period**

\*141. SHRI HARIHAR SOREN: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to lay a statement showing:

(a) whether Government have given top priority to the exploration and production of petroleum in the Sixth Plan period;

(b) if so, the names of the onshore and offshore oil fields where oil exploration work is in progress at present;

(c) whether any new oil basin is proposed to be surveyed during the remaining part of the Sixth Five Year Plan period; and

(d) if so, details about the programme of Government in this regard?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) Yes, Sir.

(b) ONGC.

The ONGC is currently carrying out exploration and/or developmental drilling for oil in the following areas: *Onshore*:

Gujarat.  
Andhra Pradesh.  
Assam.  
West Bengal.  
Nagaland.  
Tripura.

*Offshore*:

Bombay High, R-12, B-57, PH-9 and Godavari Offshore Structures.

In addition to drilling, the ONGC is also conducting geo-exploratory surveys for locating oil/gas bearing structures in different onshore areas in Assam, Nagaland, Tripura, West Bengal, Bihar, Uttar Pradesh, Rajasthan, Himachal Pradesh, Jammu and Kashmir, Arunachal Pradesh, Andaman Nicobar, Andhra Pradesh and Gujarat and in the offshore prospects of Ratnagiri-Mangalore.

*Oil India Limited*:

Oil India is producing oil in Assam and continuing its search for oil in Assam, Arunachal Pradesh, Mahanadi onshore and offshore both by drilling and geo-exploratory surveys.

(c): Yes, Sir.

(d): *Oil and Natural Gas Commission*:

In onshore areas, geo-scientific surveys are planned in the shoal areas between Mahi and Tapti

rivers and the Gulf of Cambay, the Patan depression in the northern part of the Cambay basin, Sanchor-Barmer basins, Kutch and Saurashtra basins, Dhansiri Valley, Naga foothills belt, Cachar, Kopili Valley, Garo and Khasi Hills, Tripura, West Bengal, Krishna Godavari, Cauvery, Rajasthan, Ganga-Valley and Himalayan foothills.

In the Offshore areas, seismic surveys are planned in Saurashtra arch, Kutch Shelf, Andaman and Nicobar Shelf, Palk-Bay, Krishna-Godavari, Kerala Lakshadweep, Gulf of Mannar, South Coromandal, Palar basins, West Bengal and Cauvery Offshore etc.

*Oil India Limited*:

Oil will take up exploratory work in Rajasthan and off the North-East Coast. In the first stage it will carry out seismic surveys; drilling will be taken up subsequently at suitable locations after these seismic surveys have been completed and analyses are available to identify suitable structures.

*Installation of Electronic Exchanges in Delhi in Connection with Asian Games*

\*142. SHRI CHANDRABHAN ATHARE PATIL: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Government propose to install electronic exchanges of varying sizes in Delhi in connection with the Asian Games in November-December, 1982;

(b) if so, the details of such exchanges with the number of lines in each exchange;

(c) when, where and at what cost these exchanges will be installed;

(d) the number of new telephone connections which are likely to be provided in various parts of Delhi; and

(e) what other tele-communication facilities are likely to be provided during this period?

THE MINISTER OF COMMUNICATIONS (SHRI C. M. STEPHEN): (a) Yes Sir.

(b) and (c): The details are laid on the table of the House.

(d) A total of nearly 1400 direct telephone lines and about 10,000 private

branch exchange extensions are expected to be given before the Asiad.

(e) Other facilities likely to be provided are as follows:

Local Public Telephones, Inland and International Trunk facilities, Telex P.C.O's, Point-to-Point Teleprinter lines, Telex connections, Non-exchange control wires, Photo Telegram Facility, Broadcasting circuits, Live T.V. transmission within and outside the country, Telegraph and Postal facilities in various stadia and in the Games Village.

### Statement

#### *List of PABXs (Electronic) to be installed for ASIAD 1982*

Sl. No.	Name of the Hirer of the Electronic Exchange	Instaled capacity	Location	Appox. cost	Target for completion
1	2	3	4	5	6
1.	M/s Asian Hotels . . .	1000 Lines	Bhikaji Cama Place	40.00 Lakhs	Subject to the completion of construction of Hotel buildings, these will be ready by June 1982.
2.	M/s. Oberoi Inter-Continental	1000	Zakir Hussain Marg	38.61	,,
3.	M/s Indian Hotels Company Ltd.	800	Sardar Patel Marg	35.53	,,
4.	M/s. Maurya Sheraton . .	900	Do.	29.90	,,
5.	Ashoka Hotel . . .	1000	Chanakya Puri	36.82	,,
6.	International Airport Authority of India (IAAI)	800	Delhi Airport	35.53	,,
7.	Hotel Corporation of India (Hotel Centaur)	700	New International Campus (Palam)	31.17	,,
8.	M/s. Delhi Automobiles (Bharat Hotel)	800	Barakhamba Road	35.53	,,
9.	M/s. Pure Drinks Pvt. Ltd. (Hotel Meridian)	1000	Windsor Place (Janpath)	40.00	,,
10.	Hotel Kautilya, ITDC (Hotel Samrat)	500	Kautilya Ma	24.76	,,

1	2	3	4	5	6
		Lines		Rs. in lakhs	
11	M/s. Northern Enterprises Corp., (Park Hotel)	400	Sansad Marg	20.86	Subject to the completion of construction of Hotel Bldgs these will be ready by June, 1982
12	M/s. Cosmopolitan Builders & Hotels Pvt. Ltd. (Surya International)	400	New Friends Colony	20.86	„
13	Hotel Siddharth International	300	Vasant Vihar	19.27	„
14	Oberoi Maiden Hotel	200	Alipur Road	12.80	„
15	Taj Mahal Hotel	500	Man Singh Road	25.14	„
16	Games Vilage, Siri Fort	300	Siri Fort	19.27	„

### आरा (बिहार) में जिला तारघर का निर्माण

\* 143. प्रो० सत्यदेव सिंह : क्या संचार मंत्री आरा (बिहार) में जिला तारघर का शिलान्यास करने के समय विभागीय कर्मचारियों द्वारा गड़बड़ी किये जाने के बारे में 15 सितम्बर, 1981 के अतारांकित प्रश्न संख्या 4312 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) सरकार द्वारा दोषी कर्मचारियों को दण्डित करने के सम्बन्ध में दिये गये आश्वासन को अब तक कहां तक कार्यान्वित किया गया है ;

(ख) जिला तारघर, आरा (बिहार) का निर्माण कार्य सरकार द्वारा कब तक पूरा करा लिया जाएगा और इसके पूरे होने में बिलम्ब होने के अब तक क्या कारण रहे हैं ; और

(ग) क्या मजदूर संघों की विधंसात्मक गतिविधियों को ध्यान में रखते हुए सरकारी भवनों का निर्माण करने के सम्बन्ध में सरकार के सामने कोई बाधाएँ हैं ?

संचार मंत्री श्री सी० एम० स्टीफन :

(क) किसी कर्मचारी के विरुद्ध अभी तक कोई कार्रवाई प्रारम्भ करना संभव नहीं हो सका है क्योंकि किसी भी कर्मचारी विशेष के विरुद्ध पर्याप्त प्रमाण उपलब्ध नहीं हैं ।

(ख) विभागीय तारघर के निर्माण कार्य को प्रारम्भ करने से पूर्व वास्तुशिल्पीय व्यवहार्यता तथा स्थान की पर्याप्तता की व्योरेवार जांच करनी अपेक्षित होती है ।

(ग) इमारत का निर्माण कार्य प्रारंभ करने में कोई अड़चन नहीं होगी ।

### Coal-based fuel Plants

\* 144. SHRI NIREN GHOSH: Will the Minister of ENERGY be pleased to state:

(a) whether Government are thinking about the need for going in for more and more coal-based fuel plants in the country;

(b) if so, the details thereof?

(c) steps taken by Government thereon;

(d) whether Government have selected any sites for the proposed plants; and

(e) if not, reasons for the delay?

THE MINISTER OF ENERGY (SHRI A. B. A. GHANI KHAN CHOUDHURY): (a) Yes, Sir.

(b) to (e). Government have, so far, approved setting up of two low temperature carbonisation plants, namely, at Ramakrishnapur in Singareni Coal-fields (A.P.) and at Dankuni near Calcutta. The plant at Ramakrishnapur has already been commissioned and the Dankuni project is under construction. The technology of low temperature carbonisation of coal provides smokeless fuel for domestic and industrial uses as well as gas for industries, besides producing important bye-products like tar and carbochemicals. Proposals for setting up of more such plants will be considered on the basis of the working results of Dankuni LTC plant, which is the first plant of its kind in India.

In addition to the above low temperature carbonisation plants, Government have approved setting up of following pilot plants/demonstration plants for production of smokeless fuel /synthetic oil from coal—

(i) Demonstration plant for production of pellet coke from coal at Khas Kusunda (B.C.C.L.)

(ii) Demonstration plant for mechanised soft coke at Mugma (E.C.L.).

(iii) Pilot plant for coal hydrogenation at C.F.R.I. Based on the data to be generated in these plants, proposals for scaling up of these/plant will be considered.

#### Petition Regarding Kerala Telecommunications Entrance Test

1385. SHRI R. K. MHALGI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether he has received a petition dated 25th September, 1981 regarding Indian Post and Telegraph Department Kerala Telecommunications Entrance Test;

(b) what was the demand made in the said petition;

(c) what decision Government have taken in this regard; and

(d) if not, the specific reasons therefor and when the same is likely to be taken?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI YOGENDRA MAKWANA): (a) Yes, Sir. A petition dated 25-7-81 and not dated 25-9-81 has been received.

(b) The result of the petitioners who had taken the Entrance test on 14-2-80 for lineman learners recruitment in Kannada language should be declared.

(c) As per existing rules, the Entrance test for the recruitment of lineman learners was held in the local language viz. Malayalam and the question papers supplied to the candidates were in Malayalam. But the petitioners wrote the answers in Kannada language instead of Malayalam. However as a special case it has been decided that these answer books, though not in the local language may also be valued. Action is being taken accordingly.

(d) Does not arise.

फिराक गोरखपुरी के इलाज के लिये विशेष सहायता अनुदान

1386. श्री भीकू राम जैन : क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि प्रसिद्ध उर्दू शायर श्री फिराक गोरखपुरी के इलाज के लिए विशेष सहायता अनुदान मंजूर किया गया है ; और

(ख) यदि हां, तो तत्सम्बन्धी और क्या है ?

## सूचना और प्रसारण संत्री (श्री वसन्त साठे) :

(क) जी, हां ।

(ख) 5000.00 रुपये की राशि का भुगतान किया गया है ।

## Recruitment in ONGC, Western Region

1387. SHRI AJOY BISWAS: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government are aware that some official indulged in gross misconduct and favouritism while recruiting some clerks-cum-typists recently in ONGC, Western Region;

(b) if so, details thereof;

(c) is there any proposal to conduct enquiry by the CBI in this affairs;

(d) if so, details thereof; and

(e) steps taken by Government thereon?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) and (b). Two cases alleging irregularities in recruitment of Assistants Grade III at Mahsana and the Regional Office, Baroda came to ONGC's notice.

(c) and (d). The first case is under ONGC's investigation departmentally. For the second case departmental investigation was conducted by the Commission. In the meantime, the CBI, Ahmedabad started investigation and the departmental proceedings have been deferred.

(e) with regard to the first case recruitment action at the Project has been stopped by the Commission. Regarding the second case further action will be taken by the ONGC on receipt of the CBI Report.

## Supply of Power to Agriculturists

1388. SHRI SUBHASH CHANDER BOSE ALLURI: Will the Minister of ENERGY be pleased to state:

(a) whether it is a fact that the agriculturists in most parts of the country are getting only about three hours of electric supply every day; and

(b) if so, what steps are being taken to bridge the gap between the demand and supply of power to agriculturists?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a). No, Sir. Agricultural consumers are getting power supply for 5 hours or more in various States.

(b). Even though, there are certain pockets of power shortage in the country adequate power supply to agricultural consumers is ensured even by imposing power cuts on industries. The State Governments have been advised to ensure a minimum of 8 to 10 hours supply to agricultural consumers.

## बिहार में पेट्रोल और डीजल पम्पों की मंजूरी

1389. श्री विजय कुमार यादव : क्या पे॑लियम रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) छठी योजना अवधि के शेष काल के दौरान सरकार ने बिहार राज्य के कितने पेट्रोल और डीजल पम्पों को मंजूर करने पर विचार किया है ;

(ख) क्या यह सच है कि बिहार राज्य के अनेक उप-मण्डलीय केन्द्रों कोई पम्प नहीं हैं ;

(ग) यदि हां, तो उनके नाम क्या हैं ;

(घ) क्या सरकार उपर्युक्त उप-मण्डलीय केन्द्रों में पैट्रोल और डीजल पम्प खोलने पर विचार कर रही है; और

(ङ) यदि हां, तो कब तक?

पेट्रोलियम, रसायन और उर्वरक मंत्री (श्री पी० शिव शंकर) : (क) तेल उद्योग द्वारा आयोजित किए गए एक राज्य-सर्वेक्षण के अनुसार, ऐसी संभावना है कि वर्ष 1982-83 से 1985-86 के दौरान विहार में लगभग 135 रिटेल आउटलेट (डीजल-मोटर स्प्रिट पम्प) का विकास किया जाएगा।

(ख) केवल चार उप-मण्डलीय केन्द्रों ने सूचित किया है कि उनके पास कोई रिटेल आउटलेट नहीं है।

(ग) मसोरही, हिल्सा, रोसेरा और सिकरांह।

(घ) और (ङ). रिटेल आउटलेट डोलरशिप स्थापित करने के लिए प्रथम तीन स्थानों का चयन कर लिया गया है, और ऐसी आशा है कि वे वर्ष 1893-84 तक स्थापित हो जायेगी।

संसद् सदस्यों को संविधान (हिन्दी) का वितरण

1390. श्री कुम्भाराम आर्य : क्या विधि, न्याय और कम्पनी कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) भारतीय संविधान के हिन्दी संस्करण की प्रति का अब तक संसद् सदस्यों में वितरण न करने के क्या कारण हैं;

(ख) क्या लोक सभा के वर्तमान सद के दौरान सदस्यों में इसकी प्रतिलिपियों का वितरण संभव होंगा; और

(ग) यदि नहीं, तो इसके क्या कारण हैं?

विधि, न्याय और कम्पनी कार्य मंत्री (श्री जगन नाथ कौशल) : (क) से (ग). भारत के संविधान का हिन्दी में एक पुनरीक्षित और अद्यतन पाठ मुद्रण के अन्तिम चरण में है। इसके महत्व को देखते हुए इस बात की बहुत सावधानी बरतना आवश्यक है कि अन्तिम पृष्ठ-प्रूफ सभी प्रकार से विलकुल ठीक हो। अतः यह ठीक ठीक बताना संभव नहीं है कि छपी हुई सामग्री जिस पर मुद्रण आदेश किया जाना है, विनिर्दिष्ट रूप से कब तक प्राप्त हो जाएगी।

तथापि इस बात के सभी प्रयत्न किए जाते रहंगे कि संविधान का अद्यतन हिन्दी पाठ यथाशीघ्र प्रकाशित हो जाए।

#### Scheme for Harnessing Rajasthan Canal for Power Generation

1391. SHRI KRISHAN KUMAR GOYAL: Will the Minister of ENERGY be pleased to state:

(a) whether schemes are under consideration to harness the Rajasthan Canal for power generation in addition to providing irrigation facilities; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) and (b). The Rajasthan State Electricity Board has proposed two hydel schemes for utilising the waters of Rajasthan Canal for power generation. Details of these schemes are given in the Statement enclosed. ●

## Statement

Name of the Scheme	Installed Capacity (MW.)	Cost (Rs. lacs)	Present Status
1	2	3	4
1. Anoopgarh Branch Canal Project	9	650.70	The scheme has been cleared by Central Electricity Authority and subsequently by planning Commission in 1980.
2. Suratgarh Branch Canal Project.	3	301.22	The project report received in September, 1981 is under examination in Central Electricity Authority and Central Water Commission.

**Multimembership for Election Commission**

1392. SHRI B. V. DESAI: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Union Government have taken a final decision in regard to the three-man Election Commission proposal which was under their consideration;

(b) if not, by what time the final decision is likely to be taken; and

(c) whether any legislation in this regard is likely to be introduced during the current session of Parliament?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI JAGAN NATH KAUSHAL): (a) No, Sir.

(b) and (c) The proposal regarding a three-man Election Commission is under consideration of the Cabinet Committee on Electoral Reforms alongwith other comprehensive proposals on the subject. It is not possible at this stage to indicate the time by which the proposal may be finalised after provisional conclusions have been reached by the Committee, those proposals would be discussed with political parties and, whenever necessary, with State Governments as well.

**Delay in Commissioning of Fertilizer Plant at Haldia**

1393. SHRI BALASAHEB VIKHE PATIL: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it is a fact that the commissioning of the Haldia Fertilizer Complex scheduled for April, 1982 has been delayed due to certain defects in the oxygen and nitrogen compressors;

(b) if so, what are the details in this regard; and

(c) when the Haldia Plant is likely to be commissioned and start functioning?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a). Yes, Sir.

(b) The inter-cooler channel partition, separator internal, valve plate and piston and guide rings of the Oxygen Compressor broke down during the commissioning activities. Two of the guide vanes in the stationary diaphragm of the Nitrogen Compressor were found fitted in the reverse direction.

(c) The rectification jobs on these have been taken on hand. The plant is now expected to go into commercial production by about October, 1982.

**फिल्म सेंसर बोर्ड के सदस्य के बतौर संसद्  
सदस्य की नियुक्ति**

1394. श्री निहाल सिंह: क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) फिल्म सेंसर बोर्ड के सदस्यों की नियुक्ति किस ढंग से होती है और इसके सदस्य की नियुक्ति के लिए आवश्यक अर्हता और अनुभव क्या हैं ; और

(ख) क्या सरकार फिल्म सेंसर बोर्ड के सदस्यों के बतौर संगद् सदस्यों की नियुक्ति करने पर विचार कर रही है ?

सूचना और प्रसारण मंत्री (श्री वसन्त साठे) : (क) और (ख). फिल्म सेंसर बोर्ड के सदस्य के रूप में नियुक्त किए जाने की कसौटी यह है कि वे वैयक्तिक योग्यता और उपयुक्तता के व्यक्ति होने चाहिए और वे केन्द्रीय सरकार की राय में ऐसे व्यक्ति होने चाहिए कि जनता पर फिल्मों के प्रभाव को आंकने में अर्हक हों। संसद् सदस्यों को फिल्म सेंसर बोर्ड के सदस्य के रूप में नियुक्त करने का कोई प्रस्ताव नहीं है।

**A.I.R.'s Sources of receiving Foreign News**

1395. SHRI MOHANLAL PATEL: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the number and names of news correspondents working with A.I.R. in foreign countries;

(b) whether it is a fact that foreign correspondents are not enough to feed the A.I.R.; and

(c) if so, what are the other sources of the A.I.R. to receive foreign news?

**THE MINISTER OF INFORMATION AND BROADCASTING (SHRI VASANT SATHE):** (a) Presently, All India Radio has 3 regular full time Correspondents and 7 part-time Correspondents in foreign countries. Their names are:—

**(a) Regular Correspondents.**

1. Shri A. K. Roy
2. Shri R. C. Dey
3. Shri Swagata Ghosh

**(b) Part-time Correspondents.**

1. Shri Malcolm Subhan
2. Shri R. S. Mukud
3. Shri A. Balu
4. Shri Harish Chandola
5. Shri Ramesh Jaura
6. Shri P. N. Lakshman
7. Shri Kul Bhushan

(b) and (c). A.I.R. is not exclusively depending on these Correspondents only. Its other sources are the reports from the News Agencies and its Monitoring Unit.

**Tardy Progress of Electricity Generation in Karnataka**

1396. SHRI S. M. KRISHNA: Will the Minister of ENERGY be pleased to state:

(a) whether it is a fact that despite heavy assistance from the Rural Electrification Corporation, Karnataka's progress in electricity generation this year has been tardy and may not meet the target;

(b) if so, whether it is also a fact that this has adversely affected rural electrification and also energising of pumpsets in the State; and

(c) if so, what steps are proposed to be taken to help Karnataka to improve the situation?

**THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN):** (a) and (b) No. Sir. The Rural Electrification Corporation provides financial assistance only for rural electrification schemes in the States. The progress in the implementation of rural electrification schemes in Karnataka has been satisfactory during the current financial year. During 1981-82 an allocation of Rs. 7.70 crores comprising Rs. 4.10 crores under the normal development programme of the State, Rs. 3.30 crores from Rural Electrification Corporation financing and Rs. 0.30 crores under Revised Minimum Needs Programme has been made. Against a target of electrification of 870 villages and energisation of 18,040 irrigation pump sets/tube wells, the actual physical achievement ending October, 1981 has been 440 villages and 10,368 pump sets. It is expected that by and large the target set for the financial year would be achieved.

(c) In regard to the improvement in implementation of rural electrification schemes in Karnataka, the position has been reviewed at high levels among the Rural Electrification Corporation, Karnataka State Electricity Board and State Government.

#### **Profit by Indian Oil Corporation**

**1397. SHRI CHINTAMANI JENA:** Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the amount of profit earned by the Indian Oil Corporation last year was high as compared to that earned during all the previous years;

(b) if so, the amount of profit earned as a result of increase in prices; and

(c) whether Government propose to reconsider the price structure with a view to provide relief to consumers?

**THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR):** (a). The

pretax profit of Indian Oil Corporation (IOC) for the year 1980-81 was not the highest as compared to its pretax profit in the previous years. However, as a result of commissioning of new projects during 1980-81, IOC became entitled to certain reliefs under the Income-tax Act and because of that the post tax profit of IOC was the highest as compared to that of the previous years.

(b) Does not arise in view of (a) above.

(c). Presently there is no such proposal.

#### **Iran Asks for Assistance in Completion of Thermal Plants**

**1398. SHRI K. PRADHANI:**

**SHRI MAGANBHAI BAROT:**

Will the Minister of ENERGY be pleased to state:

(a) whether Government of Iran have sought the assistance of India for commissioning two thermal power plants in that country;

(b) if so, what are the terms and conditions laid down by Iran before India for commissioning those two thermal power plants;

(c) whether any Indian Company is expected to take up that incomplete work;

(d) if not, whether any public undertaking company proposes to take up that work; and

(e) the details about the reaction of Government to the request of Iran?

**THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN):** (a). Government of India have not received any formal proposal from the Government of Iran for assistance for commissioning of thermal power plants in Iran.

(b) to (e) Does not arise.

### Bills held up by Indian Telephone Industries

1399. SHRI H. N. NANJE GOWDA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether it is a fact that the Karnataka Small Scale Industries Association has expressed their grief that at a time when industries are not getting adequate financial assistance from the Nationalised Banks, the Indian Telephone Industries have held up bills running upto Rs. one crore and as a result many of the small scale industries have been rendered sick or they have to close down their shutters;

(b) if so, the facts thereof and if not, what are Government's figures of payments outstanding for the last one year;

(c) since when this huge amount is pending;

(d) whether pending detailed verification, Government proposal to come to the aid of the small scale industries in Bangalore by paying them at least 50 per cent of their bills and the rest within a time bound period; and

(e) when this will commence?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI YOGENDRA MAKWANA): (a) No representation from Karnataka Small Scale Industries Association expressing grief regarding non-payment of bills by Indian Telephone Industries Limited has been received.

(b) and (c). No payment is outstanding for one year. However, a sum of Rs. 53.66 lakhs is to be paid to some Small Scale Industries since November, 1981 and January 1982. Also a sum of Rs. 54.59 lakhs is to be paid to Ancillaries of Indian Telephone Industries Limited since January, 1982.

(d) and (e). Most of the items purchased by Indian Telephone Industries Ltd. from small scale industries and Ancillaries are precision components which need to be tested carefully before

acceptance. However, the proposal to pay 50 per cent against proof of despatch by Ancillaries and Small Scale Units is under examination.

### Setting up Telecom Centre for T.V. Facilities for Kolhapur Distt. and Konkan Region

1400. PROF. MADHU DANDAVATE: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether there is any proposal to set up telecommunication centre at an appropriate place so that Kolhapur district and Konkan region will be able to avail the facilities television;

(b) if so, which is the place where such a centre is likely to be set up; and

(c) when the work will be completed?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI VASANT SATHE): (a) to (c). Ratnagiri (Hathkhamba) has been identified for setting up T.V. Relay Centre with the help of P & T microwave link in perspective plan. Implementation of this plan will depend on the availability of resources.

### Increase in Prices of Antibiotics Formulation

1401. SHRI ARJUN SETHI: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether there have been any increase in the prices of two antibiotic formulations viz. Ampicillin and Chloramphenicol substantially during the last two years;

(b) if so, what extent and the reasons for the same and the percentage increase in prices; and

(c) the steps taken by Government to ensure their availability at cheap prices?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI DALBIR SINGH): (a) The revision in prices of Ampicillin and Chloramphenicol based formulations effected by the Government during the past two years has resulted in increases in the prices of some packs and decreases in prices of others.

(b) and (c). A Statement showing the extent of increase and decrease in

the prices of formulations based on Chloramphenicol and Ampicillin for which leader prices have been notified is attached. The changes in prices were necessitated on account of changes in prices of connected bulk drugs, excipients, packing materials as well as adjustments of mark-ups as per the provisions of Drugs (Prices Control) Order, 1979. With a view to ensuring the availability of Ampicillin and Chloramphenicol at a reasonable price the production capacities expanded.

**Statement**

Sl. No.	Name of the Formulation	Strength	Pack size	Pre- Revised price	Revised price	%age increase (+) decrease (-)
1	2	3	4	5	6	7
1.	Chloramphenicol Cap/Tabs.	100 mg. Cap/Tab.	12's bottle/ strip.	2.86	2.81	(-)1.75
2.	Chloramphenicol Cap/Tab.	250 mg. Cap/Tab.	12's bottle/ strip	4.15	4.73	(+)13.98
3.	Chloramphenicol Cap/Tab.	250 mg. Cap/Tab.	10's	3.44	3.98	(+)15.70
4.	Chloramphenicol Cap/Tab.	250 mg. Cap/Tab	100's bottle	32.47	40.95	(+)26.12
5.	Chloramphenicol Cap./Tab.	250 mg. Cap/Tab.	1000's bottle	286.10	337.25	(+)18.06
6.	Chloramphenicol Cap/Tab.	500 mg. Cap/Tab.	6's	4.13	4.62	(+)10.90
7.	Chloramphenicol Cap/Tab.	500 mg. Cap/Tab.	12's	7.22	7.80	(+)8.03
8.	Chloramphenicol Cap/Tab.	500 mg. Cap/Tab.	100's bottle	51.34	61.44	(+)19.67
9.	Chloramphenicol Suspension / Syrup ( includes Palmitate and Stearate)	125 mg. 4 ml	60 ml bottle	4.62	6.74	(+)45.88
10.	Chloramphenicol Suspension / Syrup	125 mg. 4 ml	45 ml bottle	27.29	43.69	(+)60.10
11.	Ampicillin Anhydrous Capsules	250 mg. Cap.	4's	6.74	5.98	(-)11.28
12.	Ampicillin Anhydrous Capsules	250 mg. Cap.	10's	11.98	13.78	(+)15.83
13.	Ampicillin Anhydrous Capsules	500 mg. Cap.	10's	21.99	25.76	(+)17.14
14.	Ampicillin Trihydrate Capsules	250 mg. Cap.	4's	6.18	5.42	(-)21.30

1	2	3	4	5	6	7
15. Ampicillin Trihydrate Capsules	250 mg. Cap.	16's	21.86	19.74	(-)9.70	
16. Ampicillin Trihydrate Capsules.	250 mg. Cap.	100's	113.60	110.04	(-)3.13	
17. Ampicillin Trihydrate Capsules	500 mg. Cap.	4's	11.07	9.34	(-)15.63	
18. Ampicillin Trihydrate Capsules	500 mg. Cap.	8's	15.55	18.74	(+)20.51	
19. Ampicillin Anhydrous Syrup .	125 mg. 5 ml	40 ml bottle	4.58	6.58	(+)43.67	
20. Ampicillin Anhydrous Syrup. .	125 mg. 5ml	60 ml bottle	8.38	8.42	(+)0.48	

**Filling up of Post of Supervisor in Sri Lanka Unit of External Services Division, AIR**

1402. PROF. NARAIN CHAND PARSHAR: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether it is a fact that the post of Supervisor in Sri Lanka Unit of External Services Division of AIR is lying vacant for the past so many years;

(b) whether any steps have been taken to fill up the post and whether any interviews have also been held for this purpose;

(c) if so, the dates of the interviews and results thereof and the reasons for which the post has not been filled up till date; and

(d) the likely date by which the post would be filled up?

THE MINISTER OF INFORMATION AND BRADCASTING (SHRI VASANT SATHE): (a) Yes Sir.

(b) to (d). Advertisements made in the past did not bring up candidates possessing the prescribed language qualifications. However, the case of two candidates who had responded to the last advertisement though not in possession of the prescribe qualifications,

is presently under evaluation for an assessment of their suitability including their language proficiency for finalising the selection on a top-most priority basis.

**New Power Sharing Formula to end Inter-State Controversy**

1403. SHRI R. L. BHATIA: Will the Minister of ENERGY be pleased to state:

(a) whether Government have evolved any new power-sharing formula to end Inter-State controversy over sharing of power;

(b) if so, its broad outliues; and

(c) how far this formula will be to solve the existing power distribution problems between Northern States of Punjab, Haryana, Himachal Pradesh, Rajasthan and Jammu and Kashmir in so far as the sharing of power generated by the Centrally- financed projects is concerned?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) and (b). Government have not evolved any formula for sharing power to be generated from power schemes which have inter-State

aspects. The concerned States themselves have to reach an agreement for this purpose.

The allocation of power, however, from Super Thermal power stations in the Central sector is being done on the basis of the following formula:—

(1) 10 per cent of the capacity is allocated to Home State in which the power station is situated.

(2) 15 per cent is left unallocated with the Central for allocation to different beneficiary States on a short-term basis depending upon the power supply position.

(3) Remaining 75 per cent is allocated among the beneficiary States in the region on the basis of the following two factors;

(a) Plan assistance being given to different States under Gadgil formula.

(b) Consumption of electricity during the last five years. Equal weightage is given to the above factors. Certain decisions have been taken regarding the allocation of power from existing atomic power station and hydro-electric stations in the Central sector. These are, however, not on the basis of any specific formula. A formula for allocation of power from Central sector hydro-electric stations has been approved. This is more or less on the same lines as the formula applicable for Central sector thermal stations but includes also a provision for payment of royalty to the Home State. However, certain modifications to this formula are under consideration. As regards formula for allocation from Atomic Power stations, Government have not yet taken a final decision.

(c). Government of India does not envisage any particular problems in distribution of power from Central sector stations to the beneficiary States. The application of the formula for allocation would enable the beneficiary State

to know well in advance their individual share and plan their power programme accordingly. Any short-term problems in meeting power supply would be met to the extent possible from out of the 15 per cent unallocated share with the Centre.

#### Waiting List for New Telephone Connections in Tirunelveli and Tuticorin

1404. SHRI D. S. A. SIVAPRAKASHAM: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of persons on waiting lists for new telephone connections in Tirunelveli and Tuticorin as on 31st December, 1981;

(b) what effective steps Government are taking for giving new connections; and

(c) by what time the waiting list is expected to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI YOGENDRA MAKWANA): (a) Waiting list as on 31-12-1981:

Tirunelveli	257
Tuticorin	389

(b) Existing Exchange at Tuticorin is being expanded by 500 lines and a new Automatic exchange is being opened at Tirunelveli.

(c) A majority of the applicants on the waiting list are expected to be provided telephone connections by end of 1983-84 on completion of the expansion programmes, as indicated in (b).

#### Supply of Soda Ash to Small Scale Industries

1405. DR. A. U. AZMI: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it is a fact that trade in soda ash has been monopolised by a

few and sundry concerns and there is great difficulty in procuring this commodity by the small industries producing soap, glass, detergents, ultramarine blue, chemicals etc. thereby bleacking their chances and prospects of better export performance;

(b) if so, whether Government propose to take over the trade in their hands and supply the commodity to the small scale industries at Controlled rates; and

(c) if not, the reasons thereof?

**THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR):** (a). At present soda ash is manufactured by M/s. Tata Chemicals Limited, M/s. Saurashtra Chemicals Limited, M/s. Dharangadhra Chemicals Works Limited and M/s. Orissa Cement Limited (Hari Fertilizers) in the country. Soda ash was in short supply in 1978, 1979 and early 1980. As a result of the various measure taken by the Government, the availability of soda ash has become very comfortable and soda ash is now easily available in the market at prices more or less on a par with the manufacturers' prices. Under the guidelines issued by the Government in January 1979, the manufacturers are supplying directly to industrial consumers in the large, medium and small scale sectors at least the quantity received by them during the calendar year 1977, a year of normal supply. Such direct supplies account for nearly 86 per cent of the total production.

(b) and (c). Does not arise.

#### **Setting up Gas-Based Fertiliser Plant at Bharuch in Gujarat**

**1406. SHRI CHITTUBHAI GAMIT:** Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Gujarat Government have requested for the issue of necessary letter of intent for third Gas-based fertiliser plant to be set up at Bharuch;

(b) if so, what steps the Central Government have taken on it; and

(c) is it also a fact that the proposed Bharuch Fertiliser Plant will save Rs. 100 crores foreign exchange per year?

**THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI DALBIR SINGH):** (a) to (c). M/s. Gujarat State Fertilizer Company Limited have submitted an application for the grant of an industrial licence for setting up a gas based fertilizer plant at Bharuch. A decision will be taken keeping in view the total availability of gas, the demand and supply projections of fertilizers for Gujarat and other States and the fertilizer is of locating the plant at Bharuch vis-a-vis other possible locations. To the extent that fertilizer is produced indigenously, imports will be reduced with resultant saving of foreign exchange.

#### **New Telephone Exchange in Delhi/ New Delhi**

**1407. SHRI RAM VILAS PASWAN:** Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of new telephone exchanges which are likely to be set up in Delhi/New Delhi during the next three years i.e. 1982, 1983 and 1984, alongwith their locations;

(b) telephone connection capacity of each exchange;

(c) what is the estimated number of new telephone connections which will be given during the above period; and

(d) whether any funds have been allocated for the purpose and if so, what are the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI YOGENDRA MAKWANA):** (a) The programme of setting up new exchanges in the next 3 years is given at the statement.

(b) The connectable capacity of the exchanges in indicated in statement.

(c) About 75,000 connections are likely to be provided during next 3 years.

(d) Rupees 1646 lakhs have been proposed in budget for 1982-83. For subsequent years, required funds will be provided based on progress of works.

**Statement**

Name of Exchange	New Exchanges to be set up in Delhi.					
	1982-83		1983-84		1984-85	
	Capacity	Connect- able Capacity	Capacity	Connect- able capacity	Capacity	Connect- able capacity
Faridabad Unit-II	..	..	..	..	*1800	1692
Chanakya Puri-II	..	..	10,000	94,00	..	..
Karol Bagh -III	10,000	9400	..	..	@10,000	9400
Kidwai Bhavan	..	..	..	..	@10,000	9400
Nehru Place	..	..	..	..	@10,000	9400
ena Bhawan. S	..	..	..	..	@10,000	9400
Shakti Nagar	**10,000	9400	..	..	..	..
Tis Hazari	**10,000	9400	..	..	@10,000	9400
Idgah	**10,000	9400	..	..	@10,000	9400
Shahdara	*1,200	1128	..	..	..	..
<b>TOTAL :</b>	<b>41,200</b>	<b>38,728</b>	<b>10,000</b>	<b>9400</b>	<b>61,800</b>	<b>60,092</b>

\* - Stronger

\*\* - Imported Crossbar

@ - Imported Electronics

**Villages and Towns Electrified in North Eastern States/Union Territories**

1408. DR. R. ROTHUAMA: Will the Minister of ENERGY be pleased to state:

(a) number of villages/towns so far electrified upto date in the States/Union Territories of Mizoram, Arunachal Pradesh, Manipur, Meghalaya, Tripura and Nagaland;

(b) number of villages in these States/Union Territories proposed to be electrified in 1981-83;

(c) financial allocations provided or proposed to be earmarked in 1982-83 to these States/Union Territories under the Rural Electrification Programmes; and

(d) number of Hydel/Hydro electric projects so far commissioned and diesel engines installed so far in these States/Union Territories and the ongoing projects currently undertaken in these States/Union Territories?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) According to the reports available upto the end of

October, 1981, the details of the total number of villages/towns electrified in

North Eastern States/Union Territories are given below:

State/UT Territories	Total No. of villages	Villages electrified upto the end of October, 1981	Total No. of Towns	Towns electrified upto the end of October, 1981
Manipur	1949	334(*)	8	8
Meghalaya	4583	765(**)	6	6
Nagaland	960	408	3	3
Tripura	4727	1030	6	6
(Arunachal Pradesh	2973	366	4	4
Mizoram	229	39	2	2

(\*) As on 31-3-1981.

(\*\*) As on 30-9-1981.

(b) and (c): The Rural Electrification Schemes are formulated and implemented by the State Electricity Boards. However, the tentative programme of

electrification of villages and financial allocation recommended during the year 1982-83 in the North Eastern States/Union Territories are given below:—

States/Union	Total outlays (Rs. in lakhs)	Targets for electrification of villages	
		1	2
Manipur	90.00	135	
Mizoram			

	1	2	3
Nagaland	.	132.00	45
Tripura	.	201.00	300
Arunachal Pradesh	.	150.00	120
Mizoram	.	100.00	29

(d) A statement is enclosed.

### Statement

The number of installed and on-going Hydro-Hydel Projects (including Micro/Small Projects) and the installed capacity of diesel engine under operation in the North-Eastern States / Union Territories as on 31-1-1982.

Sl. No. Name of the State /U.T.

Number of Hydro/Hydel Projects (including Micro/Small Projects) under operation. Number of Hydro/Hydel Projects (including Micro/Small Projects) under construction. Installed capacity (MW) of Diesel engines under operation.

1. Mizoram	.	.	.	.	.	.	6.60	
2. Arunachal Pradesh	.	.	.	.	.	13	9	2.40
3. Manipur	.	.	.	.	.	1	1	9.81
4. Meghalaya	.	.	.	.	.	2	1	1.99
5. Tripura	.	.	.	.	.	1	2	5.15
6. Nagaland	.	.	.	.	.	1	1	3.88

**Inclusion of new Bombay area within local system of Bombay telephones**

1409. SHRI V. N. GADGIL: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Government propose to include New Bombay area within the local system of Bombay Telephones;

(b) whether Government propose to provide stable channels by way of optical fibre cable between Bombay and New Delhi; and

(c) whether Government propose to instal electronic exchange to provide at least 25,000 telephones and 5,000 telex lines in New Bombay by 1986.

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI YOGENDRA MAKWANA): (a) No, Sir.

(b) No, Sir. There is no such proposal at present. Stable circuits between these two stations are available on coaxial and microwave media and will soon be available on setellite medium also.

(c) No, Sir. There is no such proposal at present.

**Non-availability of life saving drugs in market**

1410. SHRI D. L. BAITHA: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it is a fact that a large number of life saving drugs are not available in the market possibly either due to shortage of raw materials or the price-rise;

(b) whether it is a fact that manufacturers have also reduced the production of these drugs; and

(c) if so, what measures Government have adopted or contemplate to

adopt so that these essential drugs are available in the market for sales?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI DALBIR SINGH): (a) to (c). Market availability of drugs is constantly being monitored. A very large number of branded formulations are in our market. A few of these are at times in short supply in some local markets. In most such cases either equivalent products of other brands are available or the local shortages are of short duration. The exceptions to this are occasional and currently there is only one; viz., Intravital Sodium injection. It appears that the availability of this drug has been affected by scarcity of supplies of the bulk drug in the international market.

Production of 80 important bulk drugs is also being monitored. The production of a large number of such drugs has increased in varying degrees during April-December 1981 as compared to the corresponding period of the previous year, though in some cases the production has decreased. Decrease in production occurs on account of various reasons such as power cuts, industrial unrest, restricted availability of raw materials in the domestic or international markets, and demand constraints or shifts resulting from competition from better or more effective drugs. Government periodically reviews the trends in the indigenous production of essential drugs. Imports are allowed to bridge the gap between demand and indigenous production. In the case of canalised drugs, Government also imports through the canalising agencies such drugs to supplement indigenous availability thereof. In the cases of industrial unrest, my Ministry takes up the matter with concerned State Governments.

Prices of essential drugs and medicines are controlled under the Drugs

(Prices Control) Order. In the case of representations against the prices fixed by Government, my Ministry reviews the prices.

ગુજરાત ડાક તાર પરિમણદલ કે લિયે  
સલાહકાર સમિતિયાં

1411. શ્રી મોતોભાઈ આરો ચૌધરી : ક્યા સંચાર મંત્રી યહ બતાને કી કૃપા કરેંગે કી :

(ક) ક્યા ડાક તાર કે ગુજરાત પરિમણદલ કે લિયે સલાહકાર સમિતિયાં બના દી ગઈ હૈનું ઔર યદિ હાં, તો કબ ;

(ખ) ઇન સમિતિયાં કે સદસ્યોં કે નામ ક્યા હૈનું ઔર ક્યા વિપક્ષી દલોં કે સદસ્યોં કો ભી ઇન સમિતિયાં મેં લિયા ગયા હૈ, યંદી હાં, તો ઉનકી સંખ્યા કિતની હૈ તથા યદિ નહાં, તો ઉસકે ક્યા કારણ હૈનું ; ઔર

(ગ) પિછળી સમિતિયાં મેં કુલ કિતને સદસ્ય થે ઔર વર્તમાન સમિતિયાં મેં કિતને સદસ્ય હૈનું ?

સંચાર મંત્રાલય મેં રાજ્ય મંત્રી (શ્રી યોગેન્દ્ર મકવાણા) : (ક) ગુજરાત સર્કિલ લિએ ડાક સલાહકાર સમિતિ કા પુનર્ગઠન 1 જનવરી, 1982 સે હુઅ હૈ।

ગુજરાત સર્કિલ કે લિએ દૂરસંચાર સલાહકાર સમિતિ કા ગઠન અભી તક નહીં કિયા જા સકા હૈ।

(ખ) ડાક સલાહકાર સમિતિ મેં વિભિન્ન હિતોં કે વ્યક્તિયોં કા નામાંકન રાજ્ય સરકાર કી સિફારિશોં ઔર સંસદ સદસ્યોં કા નામાંકન સંસદીય કાર્ય વિભાગ કી સિફારિશોં પર કિયા જાતા હૈ। ડાક સલાહકાર સમિતિ કે સદસ્યોં કી સૂચી વિવરણ મેં દી ગઈ હૈ।

(ગ) ગુજરાત સર્કિલ કી પિછળી ડાક સલાહકાર સમિતિ કે સદસ્યોં કી સંખ્યા 15 થી તથા મૌજદા ડાક સલાહકાર સમિતિકે સદસ્યોં કી સંખ્યા 13 હૈ। ગુજરાત સર્કિલ કે લિએ મૌજૂદા ડાક સલાહકાર સમિતિ મેં વિશેષ હિતોં કા પ્રતિનિધિત્વ કરને વાલે દો વ્યક્તિયોં કા અભી નામાંકન કિયા જાના હૈ।

ગુજરાત રાજ્ય કી પિછળી દૂર સંચાર સલાહકાર સમિતિ કે સદસ્યોં કી કુલ સંખ્યા 12 થી ।

વિવરણ

અનુબન્ધ-ક

વર્ષ 1982-83 કે લિયે ગુજરાત સર્કિલ કી ડાક સલાહકાર સમિતિ કે સદસ્યોં કી સૂચી

1. રાજ્ય વિધાન સભા/પરિષદ કા પ્રતિ- નિધિ	શ્રી કૃષ્ણવાદન ધનસુખલાલ પાંચીગઢ, એમ૦ એલ૦ એ૦
2. રાજ્ય સરકાર કા નામિત વ્યક્તિ	1. શ્રી શશિકાંત એચ્. પારિખ, સંયુક્ત સચિવ, ગુજરાત સરકાર 2. કલેક્ટર, દમન
3. રાજ્ય સરકાર કા ગૈર સરકારી નામિત	પ્રો૦ એન૦ ટી૦ હિંગોરાની
4. ગ્રામીણ હિતોં કા નામિત	શ્રી દીપક ભાઈ કે૦ ચૌધરી
5. પ્રેસ કા નામિત	શ્રી અમ્મા સેઠ

6. व्यापार तथा वाणिज्य का नामित

1. अध्यक्ष, गुजरात वाणिज्य तथा उद्योग मंडल, अहमदाबाद

7. लघु उद्योगों का नामित

श्री मनुभाई पारिख

8. संसद सदस्य

अध्यक्ष गुजरात लघु उद्योग फेडरेशन अहमदाबाद

श्री वी० के० गांधवी, संसद सदस्य (लोक सभा)

श्री एम० हुसैन गोलदाज, संसद सदस्य (राज्य सभा)

**Demand for chloramphenicol powder and Esters**

1412. SHRI DHARAM DASS SHASTRI: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state

(a) whether the demand for Chloramphenicol powder and its esters can be met by the two basic stage manufacturers; and

(b) What is the role that Government expect the small-scale units to play in this field?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI DALBIR SINGH): (a) The licensed capacities granted to the two manufacturers of Chloramphenicol from basic stages are not at present adequate to meet the entire demand.

(b) The small scale units are expected to continue to manufacture Chloramphenicol Powder and Palmitate to meet the gap between the country's demand and indigenous production.

It is necessary that the country builds up sufficient capacity to manufacture these important drugs from

the basic stage. The Government will therefore encourage basic-stage manufacture and welcome the conversion of any units presently dependent on imported intermediates to manufacture from basic stages.

**Public call offices in certain Postal Division of Bihar**

1413. SHRI BHOGENDRA JHA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the full list of the public call offices in Madhubani, Darbhanga, Samastipur, Sitamarhi postal divisions of Bihar and the number of trunk calls having materialised in each of them during the last three years;

(b) how many Block-Headquarters in the above districts have not got P.C.Os yet and by which time they are going to have the same; and

(c) whether not a single call materialised at Shahrghat and Parsouni P.C.Os to their District Headquarters of Madhubani; if so, reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI YOGENDRA MAKWANA): (a) to (c). The information is being collected and will be laid on the Table of the House.

**Coupons worth Rs. 10 given to each employees of P. and T. working in Eastern Court**

**1414. SHRI PIUS TIRKEY:** Will the Minister of COMMUNICATIONS be pleased to state:

(a) is it true that the coupons worth Rs. 10 were given to each employee of P. & T. Department working in the Eastern Court on 19th January, 1982;

(b) what other items were distributed to the staff on the 19th January, 1982;

(c) how much money was sent for providing coupons, liquor, cash and other things to the employees on 19th, January, 1982; and

(d) how this amount has been accounted for?

**THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI YOGENDRA MAKWANA):** (a) It is a fact that coupons worth Rs. 10 were given to most of the P. & T. employees who attended duty at Central Telegraph Office housed in Eastern Court on 19-1-1982 to buy food articles from canteen to keep the essential service running in case of dislocation of transport.

(b) No other item except food articles in the canteen were distributed to the staff.

(c) Other than coupons for Rs. 10 each towards food articles which were usable only in the canteen, no other things were provided to the employers. The expenditure was Rs. 21,740.00.

(d) This amount has been accounted for under contingency expenditure.

**Review of case of Justice S. N. Kumar of Delhi High Court**

**1415. SHRIMATI GEETA MUKHERJEE:** Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have taken any steps on the Shri S. N. Kumar Case in view of the desire of the five Judges on the Constitution Bench that the Government should review the case of Shri S. N. Kumar;

(b) if so, the details thereof; and

(c) when a decision is likely to be taken in the matter?

**THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI JAGAN NATH KAUSHAL):**

(a) to (c). The matter is under examination.

**Programme for tidal power development**

**1416. SHRIMATI JAYANTI PATAIK:** Will the Minister of ENERGY be pleased to state:

(a) whether Government have a proposal to make study and investigation of tidal power development;

(b) whether any scheme has been proposed to be introduced for this purpose;

(c) if so, the total amount allocated for the implementation of the above programme; and

(d) the progress made so far in implementing such programme in the near future?

**THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN):** (a) Yes Sir.

(b) A scheme for carrying out investigations and studies for tidal power project in the Gulf of Kutch has been sanctioned by the Government. The investigation have already started.

(c) An amount of Rs. 218.38 lakhs has been sanctioned for the preliminary investigation.

(d) The preliminary work on investigation is scheduled to be carried out over a period of five years. The Survey of India, Central Water and Power Research Station, Central Design Organisation, Central Electricity Authority and a number of other organisations would be involved in connection with the various facts of these studies. A Technical Coordination Committee has also been constituted by the Government to guide, monitor and coordinate the studies. The Geological Survey of India would be undertaking certain preliminary geological surveys in the area.

#### Escalation of cost of Coal Mining Projects

1417. SHRI DAULAT RAM SARAN:

PROF. AJIT KUMAR MEHTA:

SHRI RAJESH KUMAR SINGH:

Will the Minister of ENERGY be pleased to state:

(a) whether it is a fact that because of the delays in the implementation of the projects, the cost of about seven coal mining projects has escalated by almost 133 per cent;

(b) If so, the details thereof stating the extent of delay and the major factors responsible for the delay in implementation of these projects and the extent of escalation in their cost

as against the originally anticipated cost;

(c) The steps contemplated by Government to minimise the delay in the implementation of these projects.

THE MINISTER OF STATE IN THE DEPARTMENT OF COAL IN THE MINISTRY OF ENERGY (SHRI GARGI SHANKAR MISHRA): (a) No, Sir. The escalation in cost of the seven projects is due to various reasons which have also caused delay in implementation.

(b) The projects referred to in (a) above are:

1. Sudamdih	in BCCL
2. Moonidih	in BCCL
3. Chinakuri	in ECL
4. Dhemomain	in ECL
5. Ramgarh OC	in CCL
6. Jhingurdah OC	in CCL
7. Rajgamar	in WCL

There have been delays ranging from 3 to 16 years and the cost escalation is anticipated to be from 89 per cent to 617 per cent. Reasons for delays in implementation of these projects are broadly as follows:

(i) Delay due to land not being available in time,

(ii) Difficult geo-mining conditions met during development of mines and/or technology not available for working these deposits,

(iii) Non-availability of plant and machinery.

(c) (i) Cooperation of concerned State Governments has been sought and ministerial level discussions held to expedite acquisition of land for coal projects and to tackle the law and order problems, resulting in marked improvement;

(ii) Suitable steps have been taken obtain foreign consultancy

and technical assistance in selected areas and feasibility reports are being revised incorporating updated unmining norms and methods of dealing with difficult geo-mining conditions;

(iii) Procedures for procurement of Plant and Machinery have been streamlined; and

(iv) Monitoring of progress of implementation has been taken up at the level of subsidiary companies and Coal India Limited. In Department of Coal also, a Cell has been established for this purpose.

#### Project to extinguish Fire in Jogda Coal Mines

1418. SHRI KRUPASINDHU BHOI: Will the Minister of ENERGY be pleased to state

(a) whether Rs. 180 crore project to extinguish the fire in Jogda coal mines of Jharia which has been raging for the last 70 years has been planned by the Bharat Coking Coal Limited;

(b) if so, the details of the scheme; and

(c) the time likely to be taken to extinguish the fire, with the progress made in this direction so far?

THE MINISTER OF STATE IN THE DEPARTMENT OF COAL IN THE MINISTRY OF ENERGY (SHRI GARGI SHANKAR MISHRA): (a) The Project planned by Bharat Coking Coal Limited to extinguish the fire in Jogda Colliery raging for the last 40 years is estimated to cost Rs. 11.03 crores.

(b) The following steps are being taken under this project to extinguish the fire:—

(i) Blanketting on surface with overburden and mutti;

(ii) Fly ash flushed in galleries through boreholes.

(iii) Injection of water under pressure through boreholes.

(iv) Heated coal dug-out.

(v) Quenching and excavation of heated debris.

The project has been provided with 2 Shovels, 20 Dumpers and 3 Dozers. After completing the blanketing the fire will be kept under observation for three and half years during which time air samples through bore-holes will be drawn and analysed to determine the condition of the fire underground.

(c) Based on the progress made so far the project is estimated to be completed in March, 1983.

#### Improvement of capacity utilisation of fertilizer plants

1419. SHRI G. NARSIMHA REDDY: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it is a fact that the capacity utilisation in the fertiliser industry is not more than 60 to 65 per cent;

(b) whether it is also a fact that the industry is also suffering from slippages in the schedule of implementation of new projects which is enhancing the cost of the project enormously;

(c) if so, the names of the project where such slippages have been noticed and the steps being taken to complete them early; and

(d) the various measures being taken to improve the capacity utilisation of the different plants and the programme drawn up, if any, in this connection?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) The capacity utilisation of the fertilizer industry during the first 10 months

of the year 1981-82 (April 1981-January 1982) is 66.3 per cent for Nitrogen and 69.6 per cent for P<sub>2</sub>O<sub>5</sub>.

(b) There have been delays in implementation of certain fertilizer projects, resulting in escalation in costs and lesser production of fertilizers consequent on slippage in the schedule of implementation.

(c) There has been a delay of about 12 months in the start of work on one of the projects under construction, namely, Namrup—III, due to the disturbed conditions in Assam. However, the construction of the project is now proceeding without any further difficulty.

Besides, there has been delay in start of commercial production in Haldia, Trombay V and Bharuch Plants which have already been mechanically completed. The start of commercial production in Haldia plant was first held up due to non-availability of adequate quantum of power and later due to the defects noticed during commissioning in some of the equipments. Bharuch plant is faced with mechanical problems during its commissioning and Trombay V plant is affected by non-availability of water. The problems faced in these plants are receiving due attention of the plant authorities and the Government.

(d) Measures like plant operation improvement programme, installation of captive power generation facility and addition of balancing equipments are being taken to improve the capacity utilisation of fertilizer plants.

#### Willingness of World Bank to Finance Coal Mining Projects

1421. SHRI JAGDISH TYTLER: Will the Minister of ENERGY be pleased to state:

(a) whether Government have received any indications from the World Bank of its willingness to

finance coal mining projects in India; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF COAL IN THE MINISTRY OF ENERGY (SHRI GARGI SHANKAR MISHRA): (a) No, Sir.

(b) Does not arise.

#### Inquiry into allotment of land to M/s. Punj and Sons in New Delhi

1422. SHRI RAJESH KUMAR SINGH: Will the Minister of SUPPLY AND REHABILITATION be pleased to state:

(a) whether Government propose to set up an inquiry committee comprising of a Supreme Court Judge as to how seven acres of land in Kalkaji, New Delhi has recently been allotted to M/s. Punj and Sons for Rs. 1.33 crores while the market price of this land is worth over Rs. 6.5 crores; and

(b) if not, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SUPPLY AND REHABILITATION (SHRI BUTA SINGH): (a) No, Sir.

(b) While no land has yet been allotted to M/s. Punj and Sons (Pvt.) Limited, the price offered earlier was in accordance with policy adopted by the Department for valuation of properties in Delhi.

#### दिल्ली की कोयले की मांग

1423. श्री दया राम शास्त्री : क्या ऊर्जा मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली के लिए प्रति मास कितने कोयला वैगनों की जरूरत रहती है;

(ख) दिल्ली को पिछले 6 महीनों में प्रति मास कितने कोयला वैगनों की सप्लाई की गई;

(ग) क्या यह सप्लाई पर्याप्त है;

(घ) क्या इससे दिल्ली में कोयले की काला बाजारी को बढ़ावा मिलता है; और

(ङ) इसके लिए उत्तरदायी प्राधिकरण कौन हैं?

ऊर्जा मंत्रालय के कोयला विभाग में राज्य मंत्री (श्री गार्गी शंकर मिश्र) :

(क) दिल्ली में साप्ट कोक की जरूरत अक्टूबर से मार्च के दौरान 1200 वैगन प्रति माह और अप्रैल से सितम्बर के दौरान 800 वैगन प्रति माह होने का अनुमान लगाया गया है।

(ख) पिछले ४ महीनों में सप्लाई इस प्रकार रही है :—

सितम्बर	693	बैगन
अक्टूबर	637	„
नवम्बर	1020	„
दिसम्बर	1120	„
जनवरी	587	„
फरवरी	677	„

(ग) सितम्बर-दिसम्बर, 1981 में साप्ट कोक की उपलब्धि में कुछ थोड़ी कमी रही थी।

(घ) चोर बाजारी की कोई घटना दिल्ली प्रशासन की जानकारी में नहीं आई है।

(ङ) प्रश्न नहीं उठता।

### New power projects to boost power generation in Rajasthan

1424. SHRI JAI NARAYAN ROAT: Will the Minister of ENERGY be pleased to state:

(a) whether the Rajasthan State Electricity Board has submitted a report to the Central Government for a dozen new power projects to boost power generation in the State;

(b) if so, the details thereof; and

(c) action taken by Central Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) and (b). Rajasthan State Electricity Board had submitted the following four project reports:

1. Palana Lignite Thermal Scheme (2x60 MW).

2. Right Main Canal H.E. Project at Mangrol (3x2 MW).

3. Mount Abu Hydel Project (2x1.25 MW).

4. Suratgarh Canal Mini Hydel Project (2x1.5 MW).

(c) The Palana Lignite Tehrmal Scheme and the Right Main Canal H.E. Project have been accorded techno-economic approval by Central Electricity Authority.

The report of the Mount Abu Hydel Project has been examined in the Central Electricity Authority. Replies to the comments of Central Electricity Authority are awaited from the project authorities.

The report of Suratgarh Canal Mini Hydel Project is under examination in Central Electricity Authority/Central Water Commission.

**Quantum of daily loss in thermal power stations**

1425. SHRI ZAINUL ABEDIN: Will the Minister of ENERGY be pleased to state:

(a) what is the quantum of daily loss in the thermal power stations of the country, plant-wise details from the period from 1976-77 till date;

(b) steps taken to improve the situation; and

(c) results achieved from such measures?

**THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN):** (a)

The performance of thermal generating units is assessed in terms of its generating capacity in megawatt generation in million units availability and plant load factor. The difference between the availability and plant load factor is an indication of loss because of partial un-availability and system demand. The difference between availability and hundred per cent represent loss of energy on account of maintenance and repairs which is categorised as planned outages/forced outages respectively. The station-wise details of thermal performance during the period 1976-77 to 1981-82 (April to January, 1982) are given in the statements laid on the Table of the House. (Placed in Library (See No. LT—3460/82).

(b) A number of measures have been taken to improve the performance of thermal power stations. These measures include:—

(i) assistance to the State Electricity Boards/Power Station authorities in identifying the deficiencies in the plant and equipment etc. and in preparing and undertaking plant betterment programme in a time bound manner;

(ii) adoption of preventive maintenance techniques for reducing the outage periods;

(iii) arranging timely supply of spare parts;

(iv) arrangements to ensure requisite equality of coal;

(v) setting up of task forces comprising representatives of CEA BHEL, ILK and State Electricity Boards to identify the deficiencies and prepare a time-bound programme for achieving early stabilisation and improving performance of 200 MW/110 MW and 120 MW units;

(iv) visits of roving teams of operation specialists of CEA to monitor the operation practices and to render advice; and

(vii) training of engineers and operation and maintenance personnel of the power stations.

(c) As a result of the measures taken so far, the capacity utilisation of thermal power stations in the country has gone up from 43.6 per cent during April, 1980 to January, 1981 to 45.8 per cent during April, 1981 to January, 1982.

**Items of work and projects handled by Department of Rehabilitation**

1426. SHRI MADHAVRAO SCINDIA: Will the Minister of SUPPLY AND REHABILITATION be pleased to state:

(a) whether it is a fact that the main object and purpose for the setting up of the Department of Rehabilitation has already been fulfilled; and

(b) if so, whether it is proposed to continue with this Department in its present form, if so, what are the reasons therefor?

**THE DEPUTY MINISTER IN THE MINISTRY OF SUPPLY AND REHABILITATION (SHRI GIRIDHAR GOMANGO):** (a) With the completion of the work of rehabilitation of

displaced persons from former West Pakistan (now Pakistan), former East Pakistan (now Bangladesh), repatriates from Uganda, Mozambique, Zaire and Vietnam and near completion of the work of rehabilitation of new migrants from former East Pakistan and repatriates from Burma, the main object and purpose for which the Department of Rehabilitation was set up, has been partially fulfilled.

(b) Yes. Sir. It is proposed to continue this Department for the reasons that (i) rehabilitation of repatriates from Sri Lanka is likely to continue till the end of the present decade, (ii) the rehabilitation of Tibetan refugees is also continuing and (iii) the residuary work of rehabilitation of displaced persons from former West Pakistan and East Pakistan is going on in a limited scale.

In the context of the gradual reduction in work the staff strength has been/ is being suitably reduced in the Department as well as in the subordinate offices.

#### **Rehabilitation of Tamil repatriates from Sri Lanka**

1427. SHRI K. T. KOSALRAM: Will the Minister of SUPPLY AND REHABILITATION be pleased to state:

(a) whether maximum subsidies and more tolerable rehabilitation schemes are being earmarked for Tibetan and Bangladesh refugees;

(b) whether the Tamil Repatriates from Sri Lanka whose fate was unilaterally decided by the Government of India without giving them a chance to decide about their habitation occupy the lowest priority in the rehabilitation programmes;

(c) whether it is a fact that 5700 Tamil Repatriates are crammed together in 471 one-room huts in the

Mandapam Camp without water, without ventilation and without electricity; and

(d) if so, steps being taken to rehabilitate them?

THE DEPUTY MINISTER IN THE MINISTRY OF SUPPLY AND REHABILITATION (SHRI GIRIDHAR GOMANGO): (a) No, Sir.

(b) No, Sir.

(c) At no time there were 5700 Sri Lanka repatriates in Mandapam Camp. All the tenements in the Camp have proper ventilation and lighting facilities. Sufficient drinking water is also available in the camp.

(d) The camp at Mandapam is a Transit Camp and after receiving the repatriates there, they are sent to the places of rehabilitation earmarked for them in the Southern States.

#### **Application before MRTP Commission**

1428. SHRI R. PRABHU: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the number of applications received under Sections 21, 22 and 23 of the MRTP Act during the year 1980;

(b) the number of cases referred to in (a) above in which it was held that the provisions of the MRTP Act are not applicable; and

(c) the details of such cases, including the names of the companies, the nature of the proposals made, capital cost involved and the reasons for holding that the provisions of the Act are not applicable?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI A. A. RAHM): (a) 184 applications were received by the Central Government under Sections 21, 22

and 23 of the M.R.T.P. Act during the year 1980.

(b) Out of the number of applications referred to in part (a) of the

question, in respect of 7 cases the provisions of the M.R.T.P. Act were found to be not applicable.

(c) A Statement is attached.

### Statement

*Details of the applications under Sections 21, 22 and 23 of the M.R.T.P. Act, 1969 in which it was found that the provisions of the said Act were not applicable out of the applications which were received during the year 1980*

Sl. No.	Name of the Company	Nature of the proposal made	Capital Cost.	Reasons for holding that the provisions of the Act were not applicable
(1)	(2)	(3)	(4)	(5)
1.	M/s. Delhi Cloth and General Mills Company Limited.	Manufacture of a new article viz., 750 tonnes per annum of Foundry Resins at the existing undertaking in Hoshiarpur, Punjab.	Rs. 50 lakhs.	The proposal did not amount to be substantial expansion within the meaning of Section 21 of the M. R. T. P. Act.
2	M/s. Amines and Plasticizers Limited.	Manufacture of <ul style="list-style-type: none"> <li>(i) 1.60 Million Cubic Metres of Oxygen;</li> <li>(ii) 0.5 Million Cubic Metres of Acetylene-Gas and</li> <li>(iii) 0.5 Million Cubic Metres of Nitrogen.</li> </ul>	Rs. 218.50 lakhs.	The Company was registered as a dominant undertaking in the manufacture of Ethanolamines and Plasticizers. The instant proposal related to the production of new items different from those in which the company was dominant. In such cases, the provisions of section 21 or 22 of the Act are not attracted.
3.	M/s. Zauri Agro Chemicals Limited.	Acquisition of shares in M/s. Nagarjuna Fertilizers & Chemicals Limited by making an investment of Rs. 12 crores.	Nil.	M/s. Nagarjuna Fertilizers and Chemicals Limited whose shares were proposed to be purchased, was not an undertaking within the meaning of Section 2(v) of the Act and as such, the provisions of Section 23(4) of the Act were not applicable to the proposal of the company.

(1)	(2)	(3)	(4)	(5)
4	M/s. Enfield India Limited.	Acquisition of shares in Messrs Enfield Sales Private Limited by making an investment of Rs. 5 lakhs.	Nil.	M/s. Enfield Sales Private Limited whose shares were proposed to be purchased was not an undertaking within the meaning of section 2 (v) of the Act and as such, the provisions of Section 23(4) of the Act were not applicable to the proposal of the company.
5	M/s. Engineering Construction Corporation Limited.	Acquisition of shares in Messers Equipment Service & Maintenance Corporation Limited by making an investment of Rs. 20 lakhs.	Nil	Messrs Equipment Service & Maintenance Corporation Limited whose shares were proposed to be purchased was not an undertaking within the meaning of Section 2(v) of the Act and as such, the provisions of Section 23(4) of the Act were not applicable to the proposal of the company
6	M/s. Peico Electronic & Electricals Limited.	Manufacture of Special Welding Electrodes from 183 Million Mrs. to 55 Million Mrs. per annum.	Rs. 70.7	The proposal was found to be exempt under Section 21(4) of the M.R.T.P. Act.
7	M/s. Utkal Machinery Limited.	Manufacture of a new article viz., Hydraulic Turbines upto 5 M W capacity with a capacity of 200 tonnes per annum within the existing overall annual licensed capacity of 12,000 tonnes relating to various kinds of Industrial Machinery.	Nil	The proposed expansion was not substantial within the meaning of Section 21 of the M.R.T.P. Act.

### Expansion of Penicillin Plant

1429. SHRI RAMKAISHNA MORE: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it is a fact that Government spent nearly four crores on expansion of Penicillin Plant to give 250-300 MMU per annum and the additional expanded capacity of penicillin was to be converted to 6 A.P.A./Ampicillin for which another plant worth Rs. four crores had been established;

(b) if so, the reasons why Hindustan Antibiotics Limited Pimpri, is running at present only one Termentor and keeping 11 to 12 Termentors idle when Government are importing 6 A.P.A./Ampicillin worth crores of rupees; and

(c) whether Government have allowed the company to drastically curtail the production of penicillin and are allowing liberal imports of 6 A.P.A. if so, the reasons?

THE MINISTER OF STATE IN  
THE MINISTRY OF PETROLEUM,  
CHEMICALS AND FERTILIZERS  
(SHRI DALBIR SINGH): (a) Govern-  
ment have approved the expansion by  
Hindustan Antibiotics Limited (HAL)  
in the manufacture of Potassium Peni-  
cillin G (First Crystals) from 105 mmu  
to 200 mmu and expansion in the capa-  
city of Ampicillin based on Potassium  
Penicillin G from 5 tonnes to 30 tonnes  
involving outlay of Rs. 289.81 lakhs  
and Rs. 313 lakhs respectively.

(b) Hindustan Antibiotics Limited (HAL) have 7 small fermentors and 2 big fermentors and are running only 2-3 fermentors at present due to delay in commissioning of the 6 APA plant which is based on HAL's own technology and which is being scaled up for the first time. 6 APA/Ampicillin Plant was mechanically ready for commissioning in July, 1981 but could not be commissioned due to non-availability of additional power required. Pre-commissioning trials have since been completed and step by step commissioning of the plant has been started.

(c) Since the production of 6 APA in the country is not adequate to meet the requirements, imports have been allowed on restricted basis

## Post Offices, Telephone Exchanges and Public Call Offices Opened in Bihar

1430. SHRI R. L. P. VERMA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the district-wise number of places in Bihar State where Post Offices, Telephone Exchanges and Public Call Offices have been opened during the period from 1977-78 to 1981-82;

(b) full details of the programmes of P&T Department for the period from 1977 to 1982 in respect of Hazaribagh and Giridih Districts Block-wise;

(c) whether Post Offices or Branch Post Offices have been opened in each Panchayat of Chhota Nagpur area, and if not, the time by which these will be opened in the remaining places; and

(d) whether in the hilly areas of Chhota-Nagpur two Branch Post Offices are proposed to be provided in view of distance between villages due to natural factors?

THE MINISTER OF STATE IN THE  
MINISTRY OF COMMUNICATIONS  
(SHRI YOGENDRA MAKWANA): (a)  
to (d). The information is being col-  
lected and will be laid on the Table of  
the House.

## Expansion of Capacity of Janpath Telephone Exchange

1431. SHRI BALKRISHAN WASNIK:  
Will the Minister of COMMUNICA-  
TIONS be pleased to state:

(a) what are the programmes for the expansion of the capacity of Janpath Telephone Exchange;

(b) how many telephone connections have been provided from the Janpath Exchange during the year 1981-82 including temporary telephone connections under various categories;

(c) how many telephone connections are likely to be provided from this telephone exchange during the month of March, 1982 under various categories; and

(d) by what time the persons registered for new telephone connections in Janpath Telephone Exchange upto 30th April, 1980 are likely to be provided telephone connections under Non-OYT General Category?

Janpath-II (32) 1982-83—1000 lines  
1983-84—2000 lines.

(b) Total telephone connections opened during 1981-82 are given below:—

OYT-51: Non-OYT—99

Special-13; Temporary—77  
Total—240.

(c) No connections are likely to be provided in March, 1982 except priority cases.

(d) They are likely to be provided connections during 1983-84.

### All India P & T Cultural Competition

1432. DR. VASANT KUMAR PANDIT: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Gujarat Telecommunications Circle hosted the 27th All India P. & T. Cultural Competition in December, 1981;

(b) what was the total expenditure incurred on this function and out of this how much amount was given as grant by the P. & T. Directorate and how much was collected from other sources like advertisements for the Souvenir;

(c) whether the General Manager by a letter dated October 6, 1981 directed Government officials and staff of P.&T. Department to officially collect advertisements/donations and also sanctioned 10 per cent commission on collections;

(d) whether the Directors/Managers at Rajkot, Ahmedabad, Baroda and Surat acted on the official directions involving all staff upto the level of Junior Engineers by fixing minimum quota for advertisement; and

(e) how do Government justify the above official directions?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI YOGENDRA MAKWANA): (a) Yes, Sir.

(b) Total expenditure of Rs. 1,23,000 was incurred on 27th All India P. & T. Cultural Competition held at Ahmedabad. This included a sum of Rs. 78,000 as grant sanctioned by the P. & T. Directorate. The total collections from advertisements were Rs. 85,000.

(c) No, Sir. However an appeal was made by the Secretary, Regional Sports Control Board, Gujarat Circle, Ahmedabad to secure advertisements for Souvenir and 10 per cent of revenue was paid to P. & T. employees for securing advertisements as honorarium and to meet expenditure on account of conveyance.

(d) Question does not arise. The appeal was addressed by Secretary, P. & T. Regional Sports Control Board, Gujarat Circle, Ahmedabad to P.M.G. G.M.T., and all the D.M.Ts./Directors Telecom./Postal Service/Divisional Engineers/S.P.Os./S.S.P.Os/S.S.T. Ts. in the Gujarat Circle. No minimum quota was fixed for collecting such advertisements.

(e) The advertisements were accepted as per the policy of the Department. The expenditure on such occasions is met partly out of the grants released by the Department and partly out of income from paid advertisements published in such Souvenirs.

### नए टेलीफोन एक्सचेंजों की स्थापना

1433. श्री राम प्यारे पणिका : क्या संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का विचार चालू वर्ष में नए टेलीफोन एक्सचेंज स्थापित करने का है ;

(ख) यदि हां, तो इन एक्सचेंजों की संख्या कितनी है तथा ये कहां-कहां स्थापित किये जायेंगे ;

(ग) क्या सरकार का विचार "डायरेक्ट डायरिंग सिस्टम" सुविधा कुछ और अधिक स्थानों में भी उपलब्ध कराने का है ;

(घ) यदि हां, तो क्या सरकार का विचार उत्तर-प्रदेश के मिर्जापुर जिले में भी यह सुविधा उपलब्ध कराने का है;

(ङ) यदि हां, तो कब तक और यदि नहीं, तो इसके क्या कारण हैं; और

(च) नए एक्सचेंज स्थापित करने से कितने प्रयोग्यता लाभान्वित होंगे?

संचार मंत्रालय में रज्य मंत्री (श्री योगेन्द्र मकवागा) : (क) जी, हां।

(ख) 1982 में देश के ग्रामीण क्षेत्रों में लगभग 350 नए छोटे स्वचल एक्सचेंज खोले जाने की संभावना है। इन एक्सचेंजों का सही स्थान उपस्कर प्राप्त होने के समय मौजूद मांग पर निर्भर करेगा।

(ग) जी, हां। यातायात और लाभकारिता के आधार पर जिन क्षेत्रों में औचित्य पाया जाएगा वहां पर सीधी डायल सेवा प्रदान की जाएगी।

(घ) तथा (ङ). छठी योजना के दौरान मिर्जापुर में सीधी डायल सुविधा प्रदान किए जाने की संभावना है।

(च) 1982 के दौरान देश में प्रस्तावित नए एक्सचेंजों से लगभग 13000 उपभोक्ता संभवतः लाभान्वित होंगे।

### Loss of Coal due to Fires

1434. SHRI R. P. YADAV: Will the Minister of ENERGY be pleased to state:

(a) what is the estimated loss of coal due to fires in the coal-fields so far;

(b) whether Government are considering any proposals to check the fires and save the coal; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF COAL IN THE MINISTRY OF ENERGY (SHRI GARGI SHANKAR MISHRA): (a) The fires in coal mines of Bharat Coking Coal Ltd., Eastern Coalfields Ltd., and the Tata Iron and Steel Company Ltd. have so far resulted in the loss of about 30 million tonnes of coal.

(b) and (c). As a measure of conservation of valuable coking coal and arresting further losses of fires, Coal India Limited have formulated projects for fighting fires. The 4 big fire fighting projects estimated to cost about Rs. 36.84 crores are now under implementation:—

Name of fire	Year of origin	Estimated cost (Lakhs Rs.)	Method of dealing with the fires.
1. Lodna . . . . .	1935	1795	1. Trench Cutting.
2. Togta . . . . .	1942	1183	2. Surface sealing.
3. Rajapur . . . . .	1956	478	3. Fly ash flushing.
4. Bararee . . . . .	1919	308	4. Cooling & digging.

Bharat Coking Coal Limited have plans to take up 6 other fire fighting projects at Kusunda, Phularitand, Karijore, Sudamdihi-Pathardih, Ena and Ekra collieries.

The following steps are also being taken to prevent and contain underground fires:—

- (1) Maintenance of proper ventilation in underground mines so, as to ensure dissipation of heat generated in autoxidation.
- (2) Underground workings are worked in Panel/Districts in such manner that in the event of fire the Districts/Panels can be isolated. For this purpose in depillaring districts, isolation stoppings and preparatory stoppings are provided. In case of existing underground fire, this is immediately isolated or drowned and a strict vigilance kept for any side of it spreading.

- (3) Periodic air analysis as needed.

In case of surface fire, trenching is done to isolate the fire from the other areas.

When the conditions demand, to climate fires, stowing is resorted to even in thick seams.

#### **Utilization of Capacity of Thermal Plants**

1435. SHRI ANAND PATHAK: Will the Minister of ENERGY be pleased to state:

(a) what is the plant utilisation of the thermal power stations of the country; or plant-wise, percentage-wise details for the period from 1976-77 till date;

(b) steps taken by Government to improve the situation, plant-wise details thereof; and

(c) results achieved so far, from such measures, plant-wise details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a): The percentage/capacity utilisation of thermal including nuclear power plants in the country during the period 1976-77 to 1980-81 is as given, below:

Year	PLF(—)
1976-77	56
1977-78	50.8
1978-79	48.4
1979-80	45.0
1980-81	44.7
1981-82	45.5
(April to December)	
January, 1982	48.1

Station-wise details about capacity utilisation are given in the Statement laid on the Table of the House. [Placed in Library. See No. LT-3461/82].

(b) The performance of thermal power stations has been showing deteriorating trend during last few years. The plant load factor which was 56 per cent in 1976-77 has steadily declined to about 45 per cent during 1979-80 and 1980-81. A number of measures, have therefore, been taken and are being taken to improve the performance of thermal power stations. These measures include:

(i) assistance to State electricity Board/power stations to identify the deficiencies in the plant and equipment and assistance to prepare and undertake plant betterment programmes;

(ii) adoption of preventive maintenance techniques; (iii) arranging timely supply of spare parts; (iv) arranging adequate quality and quantity of coal;

(v) training of operation and maintenance personnel; (vi) visit of roving teams of operation specialists from CEA to monitor the operation progress and to render advice and (vii) setting up to task forces 200/210MW units and 110/120 MW units to identify the deficiencies and to prepare programmes for achieving improvement in performance.

(c): As a result of the measures taken so far, the plant load factor of thermal power stations in the country during the period April 81 to January, 1982 was 45.8 per cent as compared to 43.6 per cent during the corresponding period last year. The station-wise details are given in the Statement laid on the Table of the House [Placed in Library. See No. LT-3461/82].

### समाचार पत्रों के मूल्यों में वृद्धि

1536. श्री नरसिंह मकवाणा : क्या सूचना और प्रसारण मंत्री यह बताने कि कृपा करेंगे कि :

(क) क्या सरकार का ध्यान इस तथ्य की ओर दिलाया गया है कि देश के सभी समाचार पत्रों ने अपनी मर्जी से इसके मूल्य में वृद्धि कर दी है;

(ख) यदि हां, तो इसके क्या कारण हैं और समाचार पत्रों के मूल्य में वृद्धि के लिए उनके द्वारा दिये गये स्पष्टीकरण की जांच की है और यदि हां, तो कब; और

(ग) क्या समाचार पत्रों ने मूल्य वृद्धि का प्रस्ताव सरकार के सामने रखा था, और यदि हां, तो इस पर सरकार ने क्या निर्णय किया ?

सूचना और प्रसारण मंत्रालय में उप मंत्री (श्री आरिफ मोहम्मद खां) : (क) सरकार के ध्यान में यह बात आई है कि अनेक समाचार-पत्रों के मूल्यों में वृद्धि हो गई है

(ख) मूल्य के निर्धारण के मामले पर समाचारपत्र प्रबन्धकों द्वारा निर्णय लिया जाना होता है। छपाई की लागत में वृद्धि को मूल्यों में वृद्धि का कारण बताया गया है।

(ग) जो नहीं ।

### Meeting of Indo-French Business Council held in Paris in February, Meeting of Indo-French Joint Business

1437. SHRI KRISHNA PRATAP SINGH: Will the Minister of ENERGY be pleased to state:

(a) whether a meeting of the Indo-French Joint Business Council was held in Paris in the first week of February 1982;

(b) if so, whether the question of French financial assistance and help in the field of energy was discussed in the said meeting; and

(c) if so, the details of the conclusions arrived in this respect?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) Yes Sir.

(b) and (c). Energy matters were not discussed at the meeting of the Indo-French Joint Business Council. However, at the meeting of the Indo French High Level Group on Energy held in Paris on the 3rd February, 1982 exchange of views, information and experiences in energy matters took place. The specific question of French financial assistance in the field of energy was not discussed at this meeting.

### Use of Black Money in Film Making

1438. SHRIMATI KISHORI SINHA: Will the Minister of INFORMATION AND BROADCASTING be pleased to state;

(a) whether his Ministry has had any discussion with the Ministry of Finance to reduce the use of black money in film making; and

(b) if so, with what results?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI VASANT SATHE): (a) No, Sir.

(b) Does not arise.

### Supply of Petroleum by Mexico

1439. SHRI N. K. SHEJWALKAR:

Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government have explored the possibility of having a supply of petroleum from Mexico;

(b) if so, what outcome; and

(c) the reasons therefor?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) to to (c). A Government delegation had visited Mexico in September, 1981 to negotiate crude oil supplies for 1982. Since the crude oil mix offered was not suitable for being processed in our refineries, there is no proposal at this stage to purchase any crude oil from Mexico in 1982.

### Corruption in Calcutta Telephones

1440. SHRI NARAYAN CHOUBEY:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the attention of Government has been drawn to press report regarding corruption obtaining in the Telephone Department in Calcutta;

(b) if so, what are the salient points of the said reports;

(c) what action is being taken by Government to overcome the same and put Calcutta telephones on correct rails; and

(d) whether Government had ever made any attempt to meet the representatives of the organised labour to find out solution for the pitiable conditions of Calcutta Telephones?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHR YOGENDRA MAKWANA): (a) No such press report has come to the notice of the Government.

(b) and (c). Do not arise.

(d) Regular meetings are held with union representatives at different levels.

### Mejhia Coal Thermal Power Generation

441. SHRI MUKUNDA MANDAL:

Will the Minister of ENERGY be pleased to state:

(a) whether Government are considering the report of Geological Survey of India as to the utilisation of Mejhia Coal (Bankura) for thermal power generation;

(b) if so, the facts thereof;

(c) whether Government have decided to set up a thermal power plant in Bankura District; and

(d) if so, details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) and (b). The report of Geological Survey of India is being considered along with the detailed information from prospecting done by Coal India Ltd. in taking a final decision on the utilisation of Mejhia Coal for thermal power generation.

(c) and (d). A proposal of Damodar Valley Corporation to set up a thermal power station (3 units of 210 MW) at Mejhia is under examination by Central Electricity Authority. The Corporation has been asked to submit an updated project report to enable the cen-

tral Electricity Authority, to accord techno-economic clearance.

### Telephone Directory of Delhi..

1442. SHRI HARISH KUMAR GAN-GWAR: Will the Minister of COMMUNICATIONS be pleased to state as to when the next edition of the Telephone Directory of Delhi is expected to be out?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI YOGENDRA MAKWANA): The next edition of English and Hindi Telephone Directories of Delhi are likely to be brought out by July, 1982 and December, 1982 respectively.

### Seeting up fertilizer plant at Kakinada

1443. SHRI SURYA NARAYAN SINGH: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Andhra Pradesh Government have a proposal to set up a fertilizer project at Kakinada;

(b) if so, whether Government have given their clearance to the same; and

(c) if so, what are the details of the project?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) to (c). An application has been received from the Government of Andhra Pradesh for an industrial licence in favour of a company called M/s. Godavari Fertilizers and Chemicals Limited promoted by the State Government for setting up of a fertilizer plant at Kakinada. The proposal envisages the manufacture of 315,000 tonnes per annum of Diammonium Phosphate. The application is being processed keeping in view the demand/supply situation of phosphatic fertilizers in the region and other techno-economic factors.

### Power Plant Near Mejia

1444. SHRI SATYA GOPAL MISHRA: Will the Minister of ENERGY be pleased to state:

(a) whether Government have taken any decision to set up a 600 MW power plant under Central Sector at Gangajalghati near Mejia; and

(b) if so, what are the details?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) and (b). The proposal of Damodar Valley Corporation to set up a Thermal Power Station (3 units of 210 MW) at Mejia is under examination by Central Electricity Authority. The Corporation has been asked to submit an updated project report. After techno-economic clearance by Central Electricity Authority investment approval will be processed in the light of availability of funds.

### Foreign Drug companies

1445. SHRI K. RAMAMURTHY: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) the names of foreign drug companies which are pure formulators?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI DALBIR SINGH): (a) Names of foreign drug companies (with direct foreign equity exceeding 40 per cent) which are engaged in production of drug formulations only are given below:

- (i) M/s. Abbott Labs. (I) Ltd., Bombay.
- (ii) M/s. C.E. Fulford (I) Pvt. Ltd., Bombay.
- (iii) M/s. Smith Kline & French (I) Ltd., Bangalore.

**Progress made in 'Legal Aid to the poor'**

1446. SHRI RAJNATH SONKAR SHASTRI: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state the progress made in the case of providing free legal aid to the poor, with details thereof?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI JAGAN NATH KAUSHAL): The Government by Notification dated 26th September, 1980 constituted a small High Powered Committee for formulation and implementation of comprehensive legal aid schemes, under the Chairmanship of Shri Justice P. N. Bhagwati, Judge of the Supreme Court. The Committee has formulated a Model Scheme on the basis of which States Legal Aid & Advice Boards have been set up in Andhra Pradesh, Gujarat, Karnataka, Maharashtra, Orissa, Punjab, Tamil Nadu, Uttar Pradesh and the Union Territory of Delhi. The Boards are functioning.

The Committee is publishing a quarterly Legal Aid Newsletter with a view to disseminate information with regard to the existing state of legal aid programme in different parts of the country and a forum for exchange of views and experience on the delivery of legal services to the weaker sections of the society.

At the instance of the Committee the Uttar Pradesh State Legal Aid & Advice Board and the Andhra Pradesh State Legal Aid and Advice Board have held various legal Aid camps where numerous cases were resolved at the spot.

On the suggestion of the Committee for Implementing Legal Aid Schemes, the Bar Council of India has agreed to introduce "Law & Poverty" as a subject in the LL.B. Curriculum. A sub-committee has been constituted to prepare the reading material for this subject which the committee proposes

to bring out well in time for the 1982-83 academic session.

A Supreme Court Legal Aid Committee under the Chairmanship of Shri Justice D.A. Desai, Judge of the Supreme Court has been set-up by Resolution dated 9th July, 1981 and the Committee has started functioning.

**Broadcast of activities of Secessionists and antisocials over A.I.R. Agartala**

1447. SHRI BAJU BAN RIYAN: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether Government are aware about the functioning of A.I.R., Agartala;

(b) whether Government are also aware that the AIR, Agartala has become a den secessionists and is broadcasting news bulletins and news of all secessionists;

(c) whether Government are also, aware that the AIR, Agartala never broadcast Tripura Government's comments on such activities;

(d) the steps proposed to be taken against the AIR, Agartala for this type of functioning; and

(e) if no, such steps are to be taken, the reasons therefor?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI VASANT SATHE): (a) Yes, Sir.

(b) and (c). No, Sir. The allegations are not correct.

(d) and (e). Do not arise.

**Companies owned by Tata group and their assets**

1448. SHRI C. M. BANATWALLA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the names and number of the companies under the control/ ownership of Tata Group family members;

(b) what is the nature of business carried on by each company;

(c) what are the assets of each of the these companies during the last five years preceding and including the financial year of 1980-81;

(d) whether any of the financial institutions have lent to or invested in each of these companies and if so, what;

(e) value of share capital held by the Tata-Group men in each of these companies and also the total paid-up capital; and

(f) whether all these companies have been submitting their balance sheets within time to Government and if not, names of such companies and what action Government have taken in regard thereto?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI JAGAN NATH KAUSHAL): (a) to (c) Statement (I) giving the names of 39 undertakings belonging to Tata Group as per registrations under section 26 of the MRTP Act as on 31-12-80, details regarding the nature of business carried on by each company and the total assets of each company for the years 1976, 1977, 1978, 1979 and 1980 is attached. The information on assets for the year 1981 is not available as the Balance sheets of several companies are not yet due for submission to Government.

(d) Statement (II) giving details of advances and investments by financial institutions is attached.

(e) and (f) Information is being collected and will be laid on the table of the House in due course.

Statement—I

Sl. No.	T A T A 2	Nature of business 3	Assets (Rs. in lakhs)				
			1976 4	1977 5	1978 6	1979 7	1980 8
1	Ahmedabad Advance Mills Ltd.	Cloth, Yarn, Steel Strips.	1739.1	1783.1	1783.06	2266.60	2442.55
2	Andhra Valley Power Supply Co. Ltd.	Power Generation	2803.7	2962.0	3025.79	3778.75	4233.98
3	Associated Bearing Co. Ltd.	Ball bearing, taper, roller bearing, Textile Machinery Components	2027.1	1918.5	2040.39	2544.83	2974.73
4	Belpahar Refractories Ltd.	Refractories	1531.1	1763.4	1907.54	1970.31	1879.71
5	Central India Spg. & Mfg. Co. Ltd.	Cloth, Yarn, Paper	1025.6	1233.1	1272.14	1477.82	1799.09
6	Coromandel Garments Ltd.	Garments	145.7	136.1	131.04	126.69	147.98
7	Cresent Iron & Steel Corpn. Ltd.	Machinery Manufactures	N.A.	N.A.	N.A.	N.A.	96.63
8	Cyanides Pigments Ltd.	Ferrous Sulphate, Oxides of Iron	22.8	23.4	26.84	35.01	31.02
9	Forbes Forbes Campbell & Co. Ltd.	Electric Goods.	791.3	939.4	1007.21	966.62	975.56
10	Forbes Shipping Corporation Ltd.	Transportation Services	N.A.	N.A.	26.58	64.14	48.32
11	Indian Hotels Co. Ltd.	Hotel Service	1104.6	1243.6	1614.05	1884.02	1621.12
12	Indian Tube Co., Ltd.	Steel Tubes	4502.1	5004.5	4594.56	5800.96	5875.02
13	Indian Vegetable Products Ltd.	Vanaspati, edible oils, Spark Plug.	345.2	449.1	653.71	721.88	818.40
14	Industrial Perfumes Ltd.	Aromatic Chemicals, Perfumery Compounds	189.6	274.5	315.33	359.46	382.42
15	International Fisheries Ltd.	Fishery business	18.6	23.2	18.46	18.96	16.54
16	Kay Chemical Industries Ltd. ( formerly Key Distillery Industries Ltd.).	Distillery	N.A.	N.A.	114.07	127.68	131.49
17	Lakme Ltd.	Cosmetics	196.0	214.1	258.71	334.19	411.68
18	Perfect Extrusions Ltd.	Investment	1.7	1.8	1.45	1.50	1.56
19	Sarada Latham Business Machines Ltd.	Typewriters, Calculators, adding machines, Duplicators, Spare Accessories.	N.A.	N.A.	2.81	8.91	12.99
20	Skefko India Bearing Co. Ltd.	Ball bearing and Textile Machinery	461.5	272.8	332.35	373.79	292.35
21	Shourie Duplicators Ltd.	Duplicating Machines	77.7	79.7	71.76	61.46	53.98
22	Steel City Press Ltd.	Printing and Publicity	6.4	7.1	6.42	6.40	6.40

	2	3	4	5	6	7	8
23	Stewarts & Lloyds of India Ltd.	Fabricated Pipes, Pipe work construction	507.3	643.1	662.85	783.67	1124.19
24	Svadeshi Mills Co. Ltd.	Cloth and Yarn	1538.5	1525.2	1604.60	1572.24	1645.29
25	Tata Burroughs Ltd	Serial Printers & Handlers	N.A.	N.A.	N.A.	271.36	594.84
26	Tata Chemicals Ltd.	Chemicals and Salt	4422.4	5325.6	5296.23	5969.08	7099.10
27	Tata Engg. & Locomotive Co. Ltd.	Chasis of Trucks, Buses and bodies thereof.	20099.1	23687.1	24628.32	28981.58	40023.23
28	Tata Exports Ltd.	Exports	N.A.	N.A.	N.A.	5008.12	5843.27
29	Tata Hydro Electric Power Supply Co. Ltd.	Power Generation	2165.5	2329.2	2457.51	2823.55	3081.51
30	Tata Iron & Steel Co. Ltd.	Iron and Steel	31302.9	32989.9	32826.10	35213.47	39841.00
31	Tata oil Mills Co. Ltd.	Soaps, Toilet goods etc.	4436.8	4827.4	5636.34	5666.36	5290.07
32	Tata Power Co. Ltd.	Power Generation	5109.4	5451.8	5683.86	6860.57	7545.79
33	Tata Robins Fraser Ltd.	Idler roller, Vibrating Screens, Sectional Conveyors, other components	725.4	760.9	869.40	1223.69	1665.55
34	Tata S & L Sales Ltd.	Finance	5.1	5.4	5.50	6.13	6.43
35	Tata Sons Ltd.	Investment, Technical Consultant and Commission, agents.	2051.2	2165.9	2397.94	2608.90	2819.87
36	Tata Yodogawa Ltd.	Steel base and iron rollers	670.2	660.2	683.84	775.74	837.85
37	Volta Ltd.	Refrigeration	7900.6	8226.3	8254.73	10243.74	11997.19
38	Volta International Ltd.	Technical Services	N.A.	N.A.	N.A.	N.A.	6.73
39	Wandle Side Naticnal Conductors Ltd.	Enamelled and Insulated Wires & Stripes and other allied goods.	N.A. N.A.	N.A. Not applicable	N.A.	N.A.	221.37

S.No.	Name of the company	L.I.C.	(Amount in lakhs)		
			IDBI , IFCI and ICICI UTI	Loans	Investments
1	2	3	4	5	6
1.	Ahmedabad Advance Mills Ltd.	154.04	263.77	..	130.31
2.	Andhra Valley Power Supply Co. Ltd.	222.53	(See note 4 below)	320.75	
3.	Associated Bearing Co. Ltd.	12.95	66.22	..	..
4.	Belpahar Refractories Ltd.	50.85	71.53	..	..
5.	Central India Spg. Wvg. & Mfg. Co. Ltd.	7.70	147.38	..	—
6.	Forbes Forbes Campbell & Co. Ltd.	30.00	..	..	..
7.	Indian Hotels Co. Ltd.	50.00	50.55	2.07	75.00
8.	Indian Tube Co. Ltd.	198.64	431.70	..	30.00
9.	Indian Vegetable Products Ltd.	3.94	..	..	75.00
10.	Stewards & Lloyds of India Ltd.	11.16	..	..	..
11.	Svadeshi Mills Co. Ltd.	126.57	..	..	64.20
12.	Tata Chemicals Ltd.	240.84	278.31	..	263.94
13.	Tata Engg. & Locomotives Co. Ltd.	1559.94	853.92	88.32	831.07
14.	Tata Exports Ltd.	..	68.31	..	..
15.	Tata Hydro Electric Power Supply co. Ltd.	674.89	(See Note 4 below)	224.49	
16.	*Tata Iron & Steel Co. Ltd.	1866.47	1088.63	139.45	..
17.	Tata Oil Mills Company Ltd.	332.97	1.89	14.24	199.73
18.	Tata Power Co. Ltd.	378.68	2437.56**	203.66**	482.11
19.	Tata Robin Fraser Ltd.	..	..	4.82	25.00
20.	Tata Yodogawa Ltd.	63.52	..	..	..
21.	Volta's Ltd.	335.57	13.44	2.10	105.17
22.	Wandleside National Conductors Ltd.	..	24.39	..	..

NOTE:- 1. The figure of Financial assistance by LIC relate to outstanding amount of loans, debenture, preference and equity shares as on 31-3-1981. The corresponding figures for IDBI, IFCI and ICICI relate to outstanding amount of loans and investment as on 31-3-1981. In the case of UTI, the figures relate to debentures, advance deposits against investment commitments and fixed deposits and bridging finances, amount advanced as on 28-2-81.

- \*Financial assistance to the amount of Rs. 150 lakhs was rendered to M/s. Tata Iron & Steel Co. Ltd. by GIC and its subsidiaries and this amount relates to term loans and privately placed debentures as on 30-6-80.
- No financial assistance of any kind was rendered to the remaining companies of the Tata group referred to in reply to part (a) of the Question.
- \*\* The amounts include advances given to companies at S. Nos. 2 and 15 above.

**Three-Fold Strategy to step up energy Output**

1449. SHRI INDRAJIT GUPTA: Will the Minister of ENERGY be pleased to state:

(a) whether it is a fact that Government have drawn up a three-fold strategy to step up energy output in the country; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) and (b). A number of measures have been taken to improve power production in the country. These measures include:

(i) steps to improve the performance and capacity utilisation of thermal power stations in the country by rectifying the deficiencies in the plant and equipment, undertaking plant betterment programme, adopting preventive maintenance techniques, arrange supply of adequate quality and quantity of coal and spare parts;

(ii) accelerated addition to installed generating capacity to the extent of about 20000 MW during the sixth plan period by ensuring adequate funds and monitoring the commissioning schedules.

(iii) accelerated exploitation of non-conventional and renewal sources of energy; and

(iv) Simultaneously measures for energy conservation are being explored by intensifying research and development.

**Hydel projects in Central Sector**

1450. SHRIMATI USHA PRAKASH CHOUDHRI: Will the Minister of ENERGY be pleased to state:

(a) the number and location of hydro-electric projects in the country in the Central Sector;

(b) the time when these would be completed, the money allotted for each of them and the estimated power generation therefrom; and

(c) whether any foreign technology has been used in this regard; if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) and (b). The details are available in the statement.

(c) NHPC has been using Road Header Types of machines (Aloine Miner) and the New Austrian Tunnelling Methods (NATM) for tunnel boring in the Loktak H.E. Project, Manipur.

In the case of investigation of Chamera H.E. Project, Stage-I, in H.P., the expertise of foreign consultants, M/s. Surveyer, Nenniger and Chenevert Inc. (SNC) of Canada were availed of.

## STATEMENT

Name of Project	Scheduled date of commissioning	Estimated cost of the Project (Net)	Installed capacity/estimated potential	Annual Energy Generation (GWH)
(Rs. in lakhs)				
1. Loktak Project (in Manipur) . . .	December, 1982	9467.59	105 MW	448
2. Baira Siul Project (in Himachal Pradesh) . . .	December, 1981*	13005.17	180 MW	920
3. Salal HE Project (in J. K.) . . .	August, 1987 (1st Unit) (1st Unit)	44275.90	345 MW	2243
4. Kopili HE Project (Border of Assam & the Meghalaya)	March, 1982 (1st unit)	11800.00	150 MW	806
5. Koel Karo Project (in Bihar) . . .	years from the commencement of active Project construction work.	39183.00	710 MW	1658
6. Dul Hasti Project (in J. K.) . . .		16172.00	390 MW	1928
7. Dhaleshwari	Project under investigation.			
8. Dhauliganga				
9. Charnera II				

\*Units I & II were put on trial run in May, 1980. Unit III was put on trial run in Dec., 1981.

**Kerala's Request for Assistance for Accelerating Power Generation Programme**

1451. SHRI A. NEELALOHITHADASAN NADAR: Will the Minister of ENERGY be pleased to state:

(a) whether Government of Kerala has requested for financial assistance from the Central Government for its accelerated programme of power generation;

(b) if so, the details of the request; and

(c) what action has been or is proposed to be taken by the Central Government on the request, with details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) to (c). Government of Kerala had submitted proposals regarding outlays for power projects in connection with the discussion of the Annual Plan 1982-83. These were discussed in Planning Commission and financial provisions for various schemes have been provided adequately on the basis of the performance and feasible programme in the ensuing year.

**Amount for Rehabilitation of new Migrant from Former East Pakistan**

1452. SHRI CHIRANJI LAL SHARMA: Will the Minister of SUPPLY AND REHABILITATION be pleased to state the amount sanctioned by the Government for rehabilitation of new migrants from former East Pakistan during 1981 and the number of persons rehabilitated so far?

THE DEPUTY MINISTER IN THE MINISTRY OF SUPPLY AND REHABILITATION (SHRI GIRIDHAR GOMANGO): A sum of Rs. 190.04

lakhs was sanctioned for rehabilitation of new migrants from former East Pakistan (now Bangladesh) in states outside West Bengal during 1981. In addition, funds have also been sanctioned for Dandakaranya Development Scheme for the new migrants along with the old migrants of former East Pakistan. As separate figures of expenditure are not maintained, the exact amount spent in the Dandakaranya Development Scheme for the new and old migrants cannot be distinguished.

The number of families of new migrants, rehabilitated so far is 67976.

**Expenditure on Publicity By Rural Electrification Corporation**

1453. SHRI RASA BEHARI BEHRA: Will the Minister of ENERGY be pleased to state:

(a) names of the news dailies/periodicals used for advertisement by the Rural Electrification Corporation during the last three years, year-wise, language-wise and State-wise;

(b) the names of the Central Government accredited correspondents on the regular mailing list of the press hand-outs of the said Corporation;

(c) the details of the amount spent on publicity by the said organisation during the last three years, year-wise; and

(d) whether the Rural Electrification Corporation publicity is urban-oriented, if so, the detailed reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) The names of news dailies/periodicals used for advertisement by Rural Electrification Corporation during the

last three years (1978-81), year-wise, language-wise and State-wise are shown in the statement.

(b) The press hand-outs are released directly to press/through Press Information Bureau by the Information Officer attached to the Ministry of Energy.

(c) The expenditure incurred on account of publicity and public rela-

tion during the last three years (1978-81) is as follows:—

Year	Amount
1978-79	Rs. 25563
1979-80	Rs. 49087
1980-81	Rs. 181577

(d) Rural Electrification Corporation publicity is rural oriented.

### Statement

*Names of dailies/periodicals, year-wise, language-wise and State-wise used for advertisement by REC during 1978-81.*

**1978-79**

Sl.No.	Name of the Newspapers/periodicals	Language	State/UTs
1.	Indian Railways	English	National
2.	Gramlok	Hindi	Delhi
3.	Socialist Panorma	Hindi	Delhi
4.	Byword	English	Delhi
5.	Food & Beverages	English	Delhi
6.	Takat	Orissa	Orissa
7.	Cable & Conductors	English	Delhi
8.	Mainstream	English	Delhi
9.	Yidyut Sewa	Hindi	Madhya Pradesh
10.	Administrative Management	Eng'ish	Delhi
11.	Bharatiya Sanskriti	Hindi	Delhi
12.	International Industries Annual	English	Delhi
13.	Link	English	Delhi
14.	Engergy Management	English	Delhi
15.	Yojana	English	Delhi
16.	Praja Mantri	Hindi	Delhi
17.	Bhagirath	Hindi	Delhi
18.	Swarajya Sandesh	Hindi	Delhi
19.	Kurukshetra	English	Delhi
20.	Vidyut Bharati	English	Delhi

1979-80

Sr. No.	Name of the Newspapers/periodicals	Language	State/UTs
1.	Seeds & Farms	English	Delhi
2.	Brij Garima	Hindi	Uttar Pradesh
3.	India & Bharat	English/Hindi	Delhi
4.	Delhi Association of the Deaf	English	Delhi
5.	Socialist Panorama	Hindi	Delhi
6.	Gramlok	Hindi	Delhi
7.	Prøja Mantri	Hindi	Delhi
8.	Link	English	Delhi
9.	Agriculture Situation in India	English	Delhi
10.	International Industries Annual	English	Delhi
11.	Vyapar Udyog Samachar	English	Delhi
12.	Bhagirath	Hindi	Delhi
13.	Food & Beverages	English	Delhi
14.	Savera	Hindi	Jammu & Kashmir
15.	Kurukshetra	English	Delhi
16.	Media India	English	Delhi
17.	Swarajya Sandesh	Hindi	Delhi
18.	Poorvi Sandesh	Hindi	Uttar Pradesh
19.	Vidyut Sewa	Hindi	Madhya Pradesh
20.	Panchayat Sandesh	English	Delhi
21.	Sakshi	Hindi	Delhi
22.	News Letter	English	Delhi
23.	India Tidings	English	Delhi
24.	Industrial Vista	English	Delhi
25.	Yojana	English	Delhi
26.	Sewagram	Hindi	Delhi
27.	Indian Railways	English	Delhi
28.	NIF Weekly	English	Delhi

1980-81

1.	Søvera	Hindi	Jammu & Kashmir
2.	Gramlok	Hindi	Delhi
3.	Vyapar Udyog Samachar	Hindi	Delhi

Sr. No.	Name of the Newspapers/periodicals	Language	State/UTs
4.	Praja Mantri . . . . .	Hindi	Delhi
5.	Bharatiya Sanskriti Parishad . . . . .	Hindi	Delhi
6.	Industrial Vista . . . . .	English	Delhi
7.	Vidura . . . . .	Hindi	Delhi
8.	Krishilok . . . . .	Hindi	Rajasthan
9.	Sewagram . . . . .	Hindi	Delhi
10.	Sakshi . . . . .	Hindi	Delhi
11.	Brij grima . . . . .	Hindi	Uttar Pradesh
12.	Lok Udyog . . . . .	English	Delhi
13.	Media India . . . . .	English	Delhi
14.	Seeds & Farms . . . . .	English	Delhi
15.	Vidyat Sewa . . . . .	Hindi	Madhya Pradesh
16.	The Cooperator . . . . .	English	Delhi
17.	Yojana . . . . .	English/Hindi	Delhi
18.	Link . . . . .	English	Delhi
19.	Fateh Weekly . . . . .	Punjabi	Delhi
20.	World Focus . . . . .	English	Delhi
21.	Kurukshtera . . . . .	Hindi	Delhi
22.	India & Africa . . . . .	English	Delhi
23.	Kisan Bharti . . . . .	Hindi	Uttar Pradesh
24.	Panchayat Sandesh . . . . .	English	Delhi
25.	International Industries Annual . . . . .	English	Delhi
26.	India & Bharat . . . . .	Hindi	Delhi
27.	NIF Weekly . . . . .	English	Delhi
28.	Arthashastri . . . . .	Hindi	Delhi
29.	Gramin Dunia . . . . .	Hindi	Delhi
30.	Swarajya Sandesh . . . . .	Hindi	Delhi
31.	Commerce . . . . .	English	Delhi
32.	Its Affairs . . . . .	English	Delhi
33.	Indian Railways . . . . .	English	Delhi
34.	Energy Times . . . . .	English	West Bengal
35.	Capital . . . . .	English	West Bengal

Sr. No.	Name of the Newspapers/periodicals	Language	State/UTs
36.	Documentation Centre for Corporate & Business policy Research Annual	English	Delhi
37.	Hindustan Times	English	Delhi
38.	Statesman	English	Delhi/West Bengal
39.	Tribune	English	Chandigarh
40.	Indian Express	English	Chandigarh/Maharashtra/A.P./T.N./Karnataka/Kerala/Gujarat.
41.	Amrita Bazar Patrika	English	West Bengal/Gujarat/Uttar Pradesh.
42.	Business Standards	English	West Bengal
43.	Anand Bazar Patrika	Bengali	West Bengal
44.	Financial Express	English	Delhi/Maharashtra/Tamil Nadu.
45.	Daily Jagaran	Hindi	U.P./M.P.
46.	National Herald	English	Delhi/U.P.
47.	Quami Awaz	Urdu	Delhi/U.P./Bihar.

### तेनुघाट और कोपल कारो पन बिजली परियोजनाएं

1454. श्री राम स्वरूप राम : क्या उर्जा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि बिहार की तेनुघाट और कोयले कारो नामक दो बड़ी-पन-बिजली परियोजनाओं को मंजूरी केन्द्रीय विद्युत आयोग द्वारा पांच वर्ष पूर्व दी गई थी और इस कार्य के लिए पर्याप्त धनराशि का भी आवंटन किया गया था; और

(ख) यदि हाँ, तो इन परियोजनाओं का निर्माण कार्य कब तक पूरा होने की सम्भावना है और इस सम्बन्ध में बिलम्ब के क्या कारण हैं?

उर्जा मंत्रालय में राज्य मंत्री (श्री विक्रम महाजन) : (क) और (ख) कोइल कारो परियोजना को राज्य क्षेत्र में निर्माण किए जाने के लिए योजना आयोग

ने 21-9-1976 को स्वीकृति दी थी। तथापि, 1980 में परियोजना का निर्माण कार्य राष्ट्रीय जल विद्युत निगम लि० को सौंपा गया था, जो कि भारत सरकार का एक उपक्रम है। इस परियोजना में बिलम्ब होने का मुख्य कारण हैं, स्थानीय लोगों द्वारा विरोध किया जाना जिसके कारण भूमि का अधिग्रहण करने में कठिनाइयाँ हुईं। परियोजना लगभग आठ वर्षों में पूरी हो जाने की आशा है।

तेनुघाट ताप विद्युत परियोजना को योजना आयोग ने 1979 में स्वीकृति दी थी। 210-210 मेगावाट के दो यूनिट क्रमशः 1987-88 और 1988-89 में चालू होने की संभावना है। विद्युत केन्द्र के लिए भूमि का अधिग्रहण करने में बिलम्ब होने और मुख्य संयंत्र और उपस्कर के लिए आर्डर देने में बिलम्ब होने के कारण इस परियोजना को चालू करने में बिलम्ब हुआ है।

**Proposal for Finally Setting Issues Relating to Rights of Displaced Persons in West Bengal**

1455. SHRI CHITTA BASU: Will the Minister of SUPPLY AND REHABILITATION be pleased to state:

(a) whether Government of West Bengal have since submitted specific proposals for finally settling the issues relating to rights of the displaced persons resettled in (a) Squatters' colonies, (b) Government colonies, (c) Sponsored colonies in West Bengal;

(b) if so, the specific proposals of the West Bengal Government in respect of them; and

(c) decisions taken by Government of India in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF SUPPLY AND REHABILITATION (SHRI BUTA SINGH): (a) Yes, Sir.

(b) The specific proposal of the West Bengal Government is to finalise the draft lease deed containing detailed terms for the 99 year lease.

(c) The Government of India is conscious of the problems of the displaced persons resettled in Squatters' and Government and Government Sponsored colonies in West Bengal. The terms of the lease deed are being finalised in consultations with the Government of West Bengal. The final decision on these terms is likely to be taken as soon as the process of consultation is over.

**Microwave Link with Sri Lanka**

1456. SHRI G. Y. KRISHNAN: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether it is a fact that Indian Government have recently introduced microwave link with Sri Lanka;

(b) if so, the details regarding the expenses and whether all these expenses were borne by both the countries;

(c) whether Government have framed any programme to provide communication channels between India and all its neighbouring countries; and

(d) if so, the details in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI YOGENDRA MAKWANA): (a) Yes, Sir.

(b) The expenditure so far incurred by the Government of India on Indo-Sri Lanka Microwave Link is Rs. 290.27 lakhs. All the transmission equipment, power plant and towers were supplied free of cost by India. Installation work and tower erection were carried out by Sri Lanka Administration.

(c) and (d). Small capacity telecommunication links already exist between India and the neighbouring countries namely Bangladesh, Bhutan, Nepal, Pakistan and Srilanka. Subsequently large capacity microwave/coaxial link to each of these countries has been planned. Indo-Sri Lanka and Indo-Bangladesh microwave links are already operational.

**E.C's Suggestion for Electoral Reforms**

1457. SHRI SURAJ BHAN:

**SHRI ATAL BIHARI VAJPAYEE:**

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) what are the suggestions for electoral reforms as received from the Election Commission of India from time to time; and

(b) Governments reaction to each one of them and by when the reforms are proposed to be made?

**THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI JAGAN NATH KAUSHAL):** (a) and (b) Details of the proposals for electoral reforms received on various occasions from the Election Commission which affect almost all aspects of election, law had already been placed on the Table of the House in connection with Lok Sabha Unstarred Question No. 227 dated 10-6-1980 and Lok Sabha Starred Question No. 221, dated 2-12-1980. Some recommendations of the Commission are also contained in its Report on the General Elections to the House of the People and the Legislative Assemblies 1979-80 and Vice-Presidential Elections, 1979-Volume 1, which was laid on the Table of the House on 23-12-1980. The proposals are presently under consideration of the Cabinet Committee on Electoral Reforms. After provisional conclusions have been reached by the Committee, these proposals would be discussed with political parties and wherever necessary, with State Governments as well. Hence, taking of final decisions would necessarily take some more time and it is not possible at this stage to indicate the time by which the proposals may be finalised.

#### Norms for setting up Benches of High Courts

1458. **SHRI A.T. PATIL:** Will the Minister of LAW, JUSTICE AND COMPANY AFAIRS be pleased to state:

(a) the norms, if any, set by Government for setting up Benches of High Courts at places other than the places of principal seat of High Courts in the States; and

(b) the demands received by or known to Government of India regarding setting up of such 'Benches'?

**THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI JAGAN NATH KAUSHAL):** (a) The proposals made by the State Governments for the establishment of Benches are considered keeping all aspects in view.

(b) Statements No. I & II giving the required information are attached.

#### Statement-I

*proposals from the State Government for establishment of Benches of the High Courts in regard to Part (b) of Lok Sabha Unstarred Question No. 1458 for 2-3-1982.*

(i) Establishment of a Bench of Kerala High Courts:

The State Government sent a proposal for the establishment of Bench of the Kerala High Court at Trivandrum in September, 1971. They were addressed in July, 1973 for completing certain statutory consultations. The State Government intimated in June, 1978 that the matter was still engaging their attention. No communication has been received from them thereafter.

(ii) Establishment of a Bench of the Madras High Court:

The State Government sent a proposal for the establishment of a Bench of the Madras High Court at Madurai in September, 1977. After carrying out certain consultations which were required to be effected, the Chief Minister of Tamil Nadu again proposed in July, 1980 that a bench of the Madras High Court may be set up at Madurai. The matter is engaging the attention of the Government of India.

(iii) Establishment of Benches of Bombay High Court:

In January, 1977 the then Chief Minister, Maharashtra proposed the establishment of a permanent Bench at Aurangabad. The State Government were requested to carry out certain consultation. The State Government suggested in April, 1978 that two Benches of Bombay High Court might be established, one at Aurangabad and another at Pune. However, in its communication dated 28th February, 1981, the State Government have intimated that a permanent Bench may be

set up at Aurangabad. The matter is engaging the attention of the Government of India. The Government of Maharashtra has set up a circuit Bench at Aurangabad.

(iv) Establishment of a Bench of the Gauhati High Court at Agartala:

The Chief Minister of Tripura has requested that a permanent Bench of the Gauhati High Court may be established at Agartala. The Chief Justice of the Gauhati High Court has made arrangements under section 31 (3) of the North-Eastern Areas Reorganisation Act, 1971 by which a Judge of the Gauhati High Court is available all the time at Agartala. A Division Bench is constituted when considered necessary. The Chief Minister, however, desired, that a permanent Bench under section 31(2) of the North-Eastern Areas Reorganisation Act, 1971, may be established. The load of work at Agartala does not justify a permanent Bench under section 31(2) of the said Act.

(v) Establishment of a Bench of the Karnataka High Court at Hubli Bharwar:

The Government of Karnataka proposed that a Bench of the High Court at Karnataka may be established at Hubli Dharwar. In this connection, detailed information was called for from the State Government vide letter dated 15th September, 1981 which has not yet been received. Further action in the Matter can be taken on receipt

of the requisite information from the State Government.

(vi) Establishment of Bench of Allahabad High Court for the Western Districts of Uttar Pradesh:

The State Government have made recommendation to the Government of India that legislation be undertaken to establish a Bench for the Western districts of Uttar Pradesh comprised in the Commissioner's Divisions of Garhwal, Meerut, Agra, Moradabad, Bareilly and Kumaon. They have left the decision about the seat of the proposed Bench to the Government of India. They have further requested the Government of India to look into the matter from all aspects and take necessary action. The Government of India have set up a three-member Commission under the Chairmanship of Shri Justice Jaswant Singh, retired Judge of the Supreme Court, to consider all aspects arising out of the demand for constitution of a Bench for the Western Districts of Uttar Pradesh and the various aspects of the recommendation made by the State Government. Further action in the matter will be taken in the light of the recommendations of the Commission.

2. In addition to the above proposals it may be mentioned that the Parliament has since enacted the High Court at Bombay (Extension of Jurisdiction to Goa, Daman and Diu) Act, 1981 for establishment of Bench of the Bombay High Court at Panaji, Goa. The date from which such a Bench should start functioning is yet to be decided by the Central Government.

#### STATEMENT-II

*Information regarding demands made by different bodies during the last 4 years asking mainly for the establishment of permanent Benches at places other than the principal seat of the High Court in regard to part (b) of Lok Sabha*  
*Unstarred Question No. 1458 for 2-3-1982*

1. Allahabad . . . . .	Western Uttar Pradesh/Meerut, Gorakhpur, Agra, Bareilly, Bulandshahr, etc.
2. Andhra Pradesh . . . . .	Guntur, centrally located, Southern districts of A.P.
3. Bombay . . . . .	Aurangabad, Pune.
4. Calcutta . . . . .	North Bengal (Siliguri) A & N Islands.

5. Gauhati . . . . .	Agartala.
6. Gujarat . . . . .	Rajkot.
7. Himachal Pradesh . . . . .	Mandi, Hamirpur
8. Karnataka . . . . .	Hubli or Dharwar, Belgaum.
9. Kerala . . . . .	Trivandrum, Calicut.
10. Madhya Pradesh . . . . .	Bhopal, Raipur, Rewa.
11. Madras . . . . .	Madurai, Coimatore, Guddalore.
12. Patna . . . . .	Purnea.
13. Punjab & Haryana . . . . .	Amritsar.
14. Orissa . . . . .	Sambalpur.

#### Transfer of Telephone Engineers

1459. SHRI AJIT BAG: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Government have issued mass transfer notices transferring Telephone Engineers from one State to other, in some cases from Calcutta to Bombay, in the name of efficiency;

(b) if so, whether Government have arranged for equitable welfare measures for the families of these transferred employees;

(c) if so, the details of the measures taken in this respect; and

(d) if not, the reasons for such mass transfers without providing for the welfare of the families of the transferred employees in details?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI YOGENDRA MAKWANA): (a) Yes, Sir, but the transfers were necessitated on account of completion of station-tenure by the officers and were not totally on inter State basis. To the extent possible, the officers have been retailed in their respective States' region and those who could not be accommodated were transferred to other Circles/States.

(b) to (d). The transferred employees and their family members are

entitled to transfer T.A. They also continue to be entitled to facilities like accommodation (subject to availability), medical treatment etc., even at their new stations. All India transfer liability is a condition of their service and transfers are inescapable in public interest.

#### Tariff hike by D. V. C.

1460. SHRIMATI BIBHA GHOSH GOSWAMI: Will the Minister of ENERGY be pleased to state:

(a) whether Government are aware that Bihar and West Bengal State Electricity Boards have expressed discontent over the proposed tariff hike by DVC which will be the second in a span of nine months;

(b) if so, whether Government propose asking the DVC not to raise the tariff; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) to (c). To meet the increased financial requirements of the larger capital programme, DVC is compelled to raise its tariff with a view to generating internal resources.

At a meeting of the Corporation held on 22-1-1982, the proposal was discussed.

The representative of the Government of Bihar did not attend this meeting, while the representative of the Government of West Bengal has asked for more details. The issue will be discussed at the meeting of the Corporation.

**Assets, Turnovers and profits of top 20 Industrial Houses**

1461. SHRI ATAL BIHARI VAJPEE:

SHRI SURAJ BHAN:

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) total assets, turnovers and profits in each of the last three years of the top 20 Industrial Houses;

(b) names of companies which are under control of each one of them along with the names of their products being marketed;

(c) foreign exchange earned by each House in the last three years; and

(d) what were there assets before the Fifth Five Year Plan began?

**THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI A. A. RAHIM):** (a) A Statement (I) is attached indicating the requisite information.

(b) and (c). Each of these industrial houses has a number of companies under its control and their total number may be around 400. The various products manufactured and marketed by them run into thousands. Compilation, collation and tabulation of this voluminous information would need very considerable effort, time and expenditure. This information may, however, be available in the published annual accounts of the companies.

(d) A statement (II) is attached.

## Statement - I

The Assets, Turnover & Profit before Tax in 1978, 1979 & 1980 of 20 Largest Industrial Houses (as per registration under section 26 of the MRTP Act. as on 31-12-80) ranked by size of their Assets in 1980.

(Rs. in Crores )

Sl. No.	Name of Industrial House	1978			1979			1980		
		Assets	Turnover	P.B.T.	Assets	Turnover	P.B.T.	Assets	Turnover	P.B.T.
1.	Tata	1102.11	1367.60	51.24	1309.38	1720.25	91.63	1538.97	1942.90	110.03
2.	Birla	1171.15	1374.56	98.81	1309.99	1627.79	121.02	1431.99	1845.20	121.15
3.	Mafatalal	317.86	475.41	39.07	371.06	516.08	39.86	427.54	613.61	31.93
4.	J.K. Singhania	299.57	318.52	13.50	352.53	391.33	13.12	412.72	436.63	18.21
5.	Thapar	244.06	367.19	20.24	291.01	442.46	24.41	348.06	485.59	28.40
6.	I.C.I.	228.73	308.87	26.38	235.55	352.45	29.82	343.01	333.25	10.74
7.	Sarabhai	129.09	211.07	5.18	249.52	334.27	17.53	317.94	441.45	17.70
8.	A.C.C.	186.62	183.02	15.63	211.96	199.30	14.72	274.51	217.97	8.05
9.	Bangur	220.86	341.13	13.27	244.20	372.97	14.71	264.33	397.57	21.01
10.	Larsen & Toubro	194.51	169.09	19.52	185.48	190.94	22.47	246.48	236.73	24.63
11.	Shri Ram	204.79	335.80	8.35	208.65	385.23	16.16	241.00	442.51	9.24
12.	Kirloskar	176.25	199.10	9.11	191.91	229.46	12.35	220.37	313.77	24.29
13.	Hindustan Lever	157.15	370.20	28.32	187.80	423.41	32.75	219.30	469.49	31.37
14.	Scindia	202.81	92.60	(-7.77)	205.95	88.05	(-9.85)	212.84	112.49	5.37
15.	Oil India	203.24	423.39	15.67	211.27	435.05	13.96	205.88	434.54	10.42
16.	Modi	134.72	265.03	13.05	177.08	345.26	14.66	198.82	400.62	10.66
17.	T.V. S. Iyengar	135.23	184.69	15.53	164.77	211.23	20.04	188.64	252.17	25.11
18.	Mahindra & Mahindra	137.18	139.65	5.85	165.58	181.16	14.47	186.03	256.41	18.54
19.	Ghogule	149.96	40.23	(-2.23)	172.59	43.26	(-2.66)	184.68	71.69	(-2.24)
20.	Bajaj	123.08	171.21	12.57	168.61	211.86	14.35	179.26	249.00	19.93

P.B.T. Profit before tax.

## Statement - II

*The Assets for the year 1972 of the Top 20 houses ranked according to the value of Assets in 1980*

Sl.No.	Name of the Industrial house	Assets (Rs. in Crores)
1.	Tata	641.93
2.	Birla	589.42
3.	Mafatalal	183.74
4.	J.K. Singhania	121.45
5.	Thapar	136.16
6.	I.C.I.	135.21
7.	Sarabhai	84.44
8.	A.C.C.	134.36
9.	Bangur	125.26
10.	Larsen & Toubro	79.03
11.	Shri Ram	120.77
12.	Kirloskar	86.46
13.	Hindustan Lever	77.87
14.	Scindia	107.73
15.	Oil India	104.04
16.	Modi	58.05
17.	T.V.S. Iyengar	50.97
18.	Mahindra & Mahindra	58.49
19.	Chowgule	57.52
20.	Bajaj	63.32

### Production and Demand of Life Saving Drugs

#### 1462. SHRI AMAR ROYPRADHAN:

Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) the production and demand of life saving drugs in the country during 1980-81 and 1981-82;

(b) whether it is a fact that there was a shortage of life saving drugs during that period; and

(c) if so, the details thereof and what were the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI DALBIR SINGH): (a) The production and demand of selected essential and important drugs (considered to be of life saving nature) in the country during 1980-81 and 1981-82 are indicated in the Statement attached.

(b) and (c). During 1980-81 and 1981-82 shortage of specific branded products of some drugs were reported periodically from parts of the country. However, equivalents were generally available for these. These shortages have been due to reasons like (1) Labour unrest (2) Power-cuts, (3) Capacity constraints, (4) Transport problem, (5) Limited availability/non-availability of raw materials.

In this connection information has been given to the House from time to time during 1980-81 and 1981-82 in reply to several starred/unstarred questions. Some of which are listed below.

Starred Questions Nos. 111 dated 25-11-1980, 401 dated 17-9-1981, 24 dated 24-11-1981, and 870 dated 21.4.81 Unstarred Questions Nos. 394 dated 18-8-1981, 262 dated 18.8.1981, 1274 dated 25-8-1981, and 317 dated 23-2-1982.

**Statement***The Demand/Production of the life Saving drugs*

S.No.	Name of the bulk drugs	Unit of measurement	Estimated demand during 1980-81, 1981-82		Production during 1980-81, 1981-82 (up to Dec. 1981).	
			1980-81	1981-82	1980-81	1981-82 (up to Dec 1981)
1	2	3	4	5	6	7
<b>I ANTIBOITICS:</b>						
1. Penicilin	.	MMU	440	560	336.51	257.58
2. Streptomycin	.	MT	330	363	227.33	188.41
3. Chloramphenicol Power	.	MT	262	275	125.44	106.25
4. Chloramphenicol Palmitate	.				1.50	..
5. Tetracycline Hcl.	.	MT	310	360	166.85	132.22
6. Oxytetracycline	.	MT	131	150	129.83	84.31
7. Ampicillin Trihydrate/Anhydrous	.	MT	105	120	43.32	55.49
8. Erythromycin Estolate/Stearate	.	MT	57	66	33.18	22.58
9. Doxycycline	.	KG	7,700	8,500	2000.2	970
10. Gentamycin	.	KG	480	575	..	70
<b>II. ANTI T.B. DRUGS:</b>						
1. PAS and its salts	.	MT	630	660	405.46	188.70
2. I.N.H.	.	MT	240	290	179.76	97.18
3. ThiacetazOnce	.	MT	42	44	34.18	26.54
4. Ethambutol Hcl.	.	MT	78	101	35.06	90.03
<b>III ANTI MALARIALS:</b>						
1. Chloroquine Phosphate	.	MT	275	300	34.72	43.26
2. Amodiaquine	.	MT	46	53	23.15	22.24
3. Quinine	.	KG	8,800	9,680	15,000.7	9,007
<b>IV ANTI DIABETICS:</b>						
1. Insulin	.	MU	1725	1985	1332.0	1381
2. Chlorpropamide	.	MT	23	26	25.96	12.87
3. Glybenclamide	.	KG	575	660	730	470

1	2	3	4	5	6	7
<b>V CARDIO VASCULAR DRUGS</b>						
1. Xanthinol Nicotinate	.	MT	16	19	10.14	11.72
2. Digoxin	.	KG	22	26	7.33	2.25
<b>VI ANAESTHETICS</b>						
1. Lignocaine/Xylocaine	.	KG	7,700	8,470	4000.58	29.00
<b>VII ANTHELMINTICS</b>						
1. Piperazine and its salts	.	MT	265	290	122.39	7.55
<b>VIII ANTIFILARIALS</b>						
1. D.E.C. Citrate	.	MT	33	36	27.92	25.97
<b>IX ANTI LEPROTICS</b>						
1. D.D.S. (Dapsone)	.	MT	32	37	22.24	17.19

**Purchases made by Central Purchase Organisation**

1463. SHRI MOOL CHAND DAGA: Will the Minister of SUPPLY AND REHABILITATION be please to state:

(a) the total amount for which Purchases have been made by the Central Purchase Organisation during the years 1978, 1979, 1980 & 1981;

(b) the total amount of purchases of electronic goods made during the said four years; and

(c) the quantum of purchases for which foreign exchange has been used?

THE MINISTER OF STATE IN THE MINISTRY OF SUPPLY AND REHABILITATION (SHRI BUTA SINGH): (a) Total value of purchases made by DGS&D during the period 1978-79 to 1980-81 is given below:

Rs. in crores

1978-79	.	.	939.45
1979-80	.	.	1186.87
1980-81	.	.	1490.46

(b) The total value of purchases of electronic goods made by DGS&D during the above period is:

1978-79	.	.	17.35
1979-80	.	.	23.00
1980-81	.	.	30.62

(c) Total purchases for which foreign exchange has been used during the above period is:

1978-79	.	.	52.48
1979-80	.	.	57.28
1980-81	.	.	58.22

Note 1. The purchase figures are maintained financial year-wise and hence details given accordingly.

Note 2. Part (c) indicates the FOR price of imported Stores.

केन्द्र निदेशक, आकाशवाणी पटना को श्रमिक संघों द्वारा दिया गया ज्ञापन

1464. श्री रामवतार शास्त्री : क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) आठ श्रमिक संघों की राज्य आन्दोलन समिति ने 21 जनवरी, 1982 को आकाशवाणी के पटना केन्द्र के सामने कर्म चारियों, श्रमिकों और पटना के नागरिकों के एक विरोध-प्रदर्शन का आयोजन किया था ;

(ख) यदि हां, तो क्या प्रदर्शनकारियों का एक प्रतिनिधिमण्डल कन्द्र-निदेशक से मिला था और उन्हें एक ज्ञापन दिया था ;

(ग) यदि हां, तो तत्सम्बन्धी व्यौरा क्या है ; और

(घ) उस पर सरकार की क्या प्रतिक्रिया है ?

सूचना और प्रसारण मंत्री (श्री वसंत साठे) : (क) वह सच है कि आकाशवाणी के पटना केन्द्र के सामने 21-1-1982 को एक विरोध प्रदर्शन हुआ था ।

(ख) जी, हां ।

(ग) ज्ञापन में आकाशवाणी द्वारा तथा विशेष कर पटना केन्द्र द्वारा 19-1-82 को बन्द के बारे में किए गए कवरेज के प्रति विरोध प्रकट किया गया था और उसमें, अन्य बातों के साथ-साथ, यह कहा गया था कि कवरेज पक्षपातपूर्ण था और वस्तुनिष्ठ नहीं था ।

(घ) उपरोक्त आरोप सही नहीं हैं । आकाशवाणी ने 19-1-82 के बन्द

को अपराह्न 3-10 बजे तथा अपराह्न 7-30 बजे अपने प्रादेशिक समाचार बुलेटिनों में, समाचारों के प्रसार के सामान्य मानदण्डों अर्थात् वस्तुनिष्ठता, उचित रूप से तथा संतुलित ढंग से, के आधार पर पर्याप्त रूप से कवर किया था । इसके अलावा, राज्य विधान सभा में विपक्ष के नेता द्वारा किए गए इस दावे कि 19-1-82 को हड़ताल सफल थी और उनके इस वक्तव्य कि सरकार ने हड़ताल की स्थिति की गलत तस्वीर प्रस्तुत की थी, को भी पटना केन्द्र के 20-1-1982 के सुबह के बुलेटिन में कवर किया गया था ।

#### Losses by Public Undertakings and need for Captive Power Plants

1465. SHRI M. M. LAWRENCE: Will the Minister of ENERGY be pleased to state:

(a) quantum of loses sustained by public sector undertakings due to shortage of power since the commissioning of the plants, plant-wise details thereof; and

(b) whether the need for captive power plants came to the knowledge of Government only now or sometime in the past?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) The loses sustained by public sector undertakings are due to a variety of factors. The shortage of power is only one of the many factors contributing to the losses. It is not feasible to quantify precisely the losses incurred by the various public sector undertakings due to power shortage only and exclusively.

(b) The need for captive power plants for essential industries has always been recognised by Government. Captive power plants of approximately 3,000 MW capacity are already in operation in various industries.

**Production Capacity of Cooking Gas**

1466. SHRI S. A. DORAI SEBASTIAN:

SHRI DAULATSINH JADEJA:

Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) the productive capacity of cooking gas in the country during the past three years and the actual production of gas;

(b) the total number of new cooking gas connections given during the past three years; and

(c) the number of applications for cooking gas connections pending as on 31 December, 1981?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) The capacity for production of LPG (cooking gas) in the refineries varies from time to time depending upon the crude through-put, crude mix and the operation of the secondary processing facilities. As such it is not possible to indicate the year-wise details in this regard. The details of actual production of LPG in the country during the last three years are given below:

	(000' tonnes)		
	1979-80	1980-81	1981-82 (April '81 to January '82)
Refineries	406	366	348.5
Uran Plan of the Oil & Natural Gas Commission			52.4
<b>TOTAL</b>	<b>406</b>	<b>366*</b>	<b>40 0.9</b>

\*Return due to closure of the Barauni refinery.

(b) A total number of about 10,48,000 cooking gas connections were released during the past three years by the oil companies.

(c) These are about 40 lakh applicants as on 31-12-1981 on the waiting list for IPG connections.

**Noise Pollution caused by R.C.F.**

1467. DR. SUBRAMANIAM SWAMY: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it is true that the Rashtriya Chemicals and Fertilizers Chembur, Bombay causes noise pollution;

(b) if so, whether it is also true that the residents of Chembur,

Bombay have protested against pollution caused by the R.C.F., Chembur, Bombay; and

(c) if so, what action has been taken to reduce the noise at this plant?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI DALBIR SINGH): (a) During the commissioning of the plant and equipment of Trombay V plant, there has been some noise pollution.

(b) Yes, Sir.

(c) The commissioning activities of the plant have been completed. There is no noise pollution during the operation of the plant.

**Telephone connections under "Own Your Own Telephone" Scheme**

1468. SHRI V. S. VIJAYARAGHAVAN: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of telephone connections allotted during 1981-82 under the scheme own your own telephones; ;

(b) the maximum waiting period for connections under this scheme; and

(c) the steps taken to clear the backlog?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI YOGENDRA MAKWANA): (a) About 17,000 connections have been provided upto 31-12-1981 under OYT Scheme.

(b) The waiting period differs from exchange to exchange depending on the number of waiting applicants and size of expansion programme. Average waiting period for O.Y.T. is 1-3 years and is likely to be reduced to 1 to 2 years in the balance period of 6th Plan.

(c) The existing exchanges are being expanded and new ones are being opened.

**Captive Power Plants by Core Sector Public Undertakings**

1469. SHRIMATI SUSEELA GOPALAN: Will the Minister of ENERGY be pleased to state:

(a) how many thermal power plants will be set up and at what places to help the core sector public undertakings;

(b) the present day capacity utilisation in these units and the expected capacity utilisation after installation of the proposed captive power plants, plant-wise details thereof; and

(c) the anticipated increase in production; plant-wise details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) to (c). The information is being collected and will be laid on the Table of the House.

**Cut in Production of Drugs by Drug Companies**

1470. SHRIMATI SANYOGITA RANE: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government are aware that several drug companies have effected a cut in the production of essential drugs and there is acute shortage of drugs, specially anti-T. B., Chloramphenicol, Sulphaphenazole, Sulphasomidine, Vitamin D 3;

(b) if so, the main causes of cut in drug production and drug shortages; and

(c) the measure proposed to improve the situation?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI DALBIR SINGH): (a) to (c). There has been some shortfall in the production of certain anti-T.B. drugs like PAS and INH during April—October 1981 as compared to the corresponding period of 1980, although the production of other anti-TB drugs like Ethambutol has increased. The shortfall in production of PAS and INH appears to be related to a fall in demand due to the preference for therapeutically more effective drugs like Ethambutol. In the case of Sulphasomidine, Sulphaphenazole and Vitamin D 3, there has been a shortfall in production due to industrial unrest which is now over. Production of Chloramphenicol Powder from the

basic stage was affected due to the easy availability of Chloramphenicol produced from an imported intermediates called 'L-Base'. There was overall shortage.

The production of a large number of drugs such as anti-malarials, anti-leprotics, sulpha drugs has increased during the above mentioned period.

Production trends are being kept under watch continuously and wherever Government action is required for removing constraints, suitable action is taken. Imports are made/permited where indigenous production is inadequate to meet demand. New capacities are licensed or registered where demand is, or is expected to become higher than indigenous production.

**Miner gets unconscious at South Kujama Colliery**

1471. SHRI SUSHEEL BHATTACHARYA: Will the Minister of ENERGY be pleased to state:

(a) whether Government are aware that a miner became unconscious on 10-1-1982 at South Kujama Colliery under BCCL because carbon monoxide gas had spread through the colliery;

(b) if so, details thereof;

(c) steps taken by Government thereon; and

(d) steps taken by Government to prevent further occurrence of such tragic incidents in future?

THE MINISTER OF STATE IN THE DEPARTMENT OF COAL IN THE MINISTRY OF ENERGY (SHRI GARGI SHANKAR MISHRA): (a) to (c). No miner became unconscious on 10-1-82 at South Kujama Colliery. However, one miner had started vomiting underground on 14-1-82 and it appeared to be a suspected case of Carbon monoxide poisoning. He was taken to the hospital and later

released after necessary treatment. All the persons working in the mine except those required to deal with the situation were withdrawn.

(d) Statutory Inspection in all the underground workings is made with the help of apparatus for testing carbon monoxide and necessary precautions are taken for withdrawing the men and dealing with the situation in consultation with DGMS and Coal mines Rescue station as may be necessary.

**Huge stocks of coal at Pitheads in Madhya Pradesh**

1472. SHRI M. RAMGOPAL REDDY: Will the Minister of ENERGY be pleased to state:

(a) whether it is a fact that huge stocks of coal are lying at the pitheads of coal mines in Madhya Pradesh which cannot be lifted due to shortage of Railway wagons; and

(b) if so, what steps are being taken by Government to lift the coal lying at the pitheads?

THE MINISTER OF STATE IN THE DEPARTMENT OF COAL IN THE MINISTRY OF ENERGY (SHRI GARGI SHANKAR MISHRA): (a) About 2.50 million tonnes of coal was lying at pitheads of coal mines in Madhya Pradesh as on 1-1-1982, which was more or less at the same level as on 1-1-1981. This represents about a month's production at the current level in the coal mines in Madhya Pradesh, which is considered normal.

(b) Supply and loading of wagons in Madhya Pradesh has improved considerably and the level of loading this year on an average is about 340 wagons/day more than the loading during last year. While loading is expected to improve further, coal is also released for movement by road against shortfalls in rail movement or from mines where coal has been placed on sale free of restrictions.

**Compensation to Subscribers for non-functioning of their Telephones**

1473. SHRIMATI PRAMILA DAN-DAVATE: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether it is a fact that there are hundreds of telephones declared as "dead" in the city of Bombay;

(b) if so, which are the areas in Bombay mostly affected;

(c) whether any steps have been taken to give compensation to the telephone subscribers for non-functioning of their telephones; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI YOGENDRA MAKWANA): (a) The Bombay telephones received complaints pertaining to about 1 per cent of the total number of telephones in the system. Roughly one-fourth of these pertain to telephones which could be classified as 'dead'. The average restoration time of fault is of the order of 16 hours and the progress of removal of fault is continuously monitored.

(b) The faults do not pertain to any particular areas.

(c) and (d). A Pilot Scheme is under trial at Ahmedabad, which envisages grant of rebate in rental in case of telephones which remain interrupted for a total of 45 days or more in any quarter.

**Demand and Supply of L.P.G. in States and Union Territories**

1474. SHRI CHITTA MAHATA:

SHRI V. S. VIJAYARAGHAVAN:

Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) the demand and the supply of L.P. Gas connections for the country as a whole and for each State and Union Territory till date;

(b) whether it is a fact that the demand of the L.P. Gas connections has not so far been fulfilled; and

(c) if so, the reasons therefor and by when Government propose to provide L.P. Gas connections to all?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) It is not possible to indicate the exact demand of LPG (cooking gas) in the country in view of the use of alternate fuels like kerosene, fire-wood etc. The details of LPG consumers in the States/ Union Territories as on 30-9-81 are given in the attached statement.

(b) and (c). There were no large scale release of LPG connections in the past years due to the inadequate availability of LPG. With the increased availability of LPG in the country the Oil Companies have already started releasing new LPG connections. The waiting list for LPG connections is expected to be cleared in a phased manner in the coming years, depending on the availability of LPG.

**Statement**

*The State-wise details of the registered customers of cooking gas (LPG) as on 30-9-81)*

Name of the State/Union Territories	No. of customers
1. J. & K. . . . .	21,460
2. Andhra Pradesh . . . . .	2,78,523

1

2

3. Maharashtra	10,50,252
4. Karnataka	1,92,897
5. Orissa	43,469
6. Madhya Pradesh	1,94,675
7. Gujarat	3,80,551
8. Rajasthan	58,084
9. Haryana	62,988
10. Assam*	44,757
11. Himachal Pradesh	8,769
12. Bihar	1,19,013
13. Kerala	68,823
14. Punjab	59,943
15. Tamil Nadu**	2,91,684
16. Uttar Pradesh	3,10,893
17. West Bengal	2,03,960
18. Chandigarh	28,548
19. Goa	15,224
20. Delhi	3,57,635
<b>TOTAL</b>	<b>37,91,748</b>

\*Includes, Manipur, Meghalaya, Mizoram, Nagaland, Tripura, Sikkim and Arunachal Pradesh.

\*\*includes Pondicherry.

#### Registration for telephone connections in Bangalore

1475. SHRI T. R. SHAMANNA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) number of persons and institutions whose applications are registered in Bangalore City for getting telephone connections (Division-wise);

(b) the month and year of their registration; and

(c) when will the sanctions be completed?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI YOGENDRA MAKWANA): (a) Area-wise information is indicated below:—

Exchange area	No. of applications on the waiting list as on 1-2-1982
Central	600
Ulsoor	912
Krishnarajapuram	85
Shankarapuram	1077
Jayanagar	1736
Malleswaram	998
Rajajinagar	1854
Peenya	259
Proposed New City	649
<b>TOTAL</b>	<b>8170</b>

This is exclusive of 7,000 connections recently sanctioned.

(b) The information relating to the month and year of registration for each of 8,170 applicants is too large to be furnished and is available in Waiting List Register maintained by G.M. Telephones, Bangalore. However, last date upto which applications have been cleared for various exchanges in Bangalore is given below:

Exchange	Date up to which waiting list has been cleared
Central	30-11-81
Ulsoor	11-9-81
Krishnarajapuram	24-9-80
Shankarapuram	15-2-80
Jayanagar	30-1-78
Malleswaram	16-12-80
Rajajinagar	30-9-77
Peenya	1-5-79

(c) Majority of existing applications are likely to be cleared in the 6th Plan.

#### Indo-Iraqi cooperation in the field of Information

1476. SHRI R. R. BHOLE: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether he had visited Iraq in the month of January, 1982 to discuss with his Iraqi counterpart the increased bilateral cooperation between the two countries in the field of Information and also matters connected with the expert level meeting held there in January, 1982; and

(b) if so, the outcome of his talks?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI VASANT SATHE): (a) Yes, Sir. The

Minister of Information and Broadcasting visited Iraq from 7th to 12th January, 1982 to discuss bilateral co-operation between the two countries in the field of Information and Mass Media.

(b) Wide-ranging discussions took place in the field of Radio, Television and Information. It was agreed that a protocol would be signed between the two countries covering all aspects relating to Information and Mass Media. The need to step up exchange of information between the news agencies of the two countries was discussed as also the preparations for the Experts Group Meeting of Non-aligned countries in New Delhi. The need for a common approach towards the issues and problems pertaining to the activities in the field of information among the non-aligned countries was reiterated. The question of import of Indian films into Iraq was considered and it was agreed that private importers may channelise their imports of Indian films through the National Films Development Corporation in order to avoid undesirable piracy of Indian films.

#### Improvement in Service Conditions of Judges

1477. SHRI SONTOSH MOHAN DEV:

SHRI N. E. HORO:

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether proposals for considering improvements in the service conditions of judges and grant of exemption of their salary from income-tax is also under consideration; and

(b) if so, the details thereof and when the decision is likely to be taken in the matter?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI JAGAN NATH KAUSHAL): (a) and

(b). The Government are not considering any proposal to exempt the salary of Judges from income-tax. Certain suggestions have been received in regard to liberalisation of Travelling Allowance, increase in Sumptuary Allowance, encashment of leave, increase in Conveyance Allowance and certain pensionary benefits and these are under consideration. It is not possible to indicate any time limit within which a decision is likely to be taken on these suggestions.

### स्टाफ आर्टिस्टों को सुविधाएं

1478. श्री टी. एस. नेहो : क्या सूचन और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि आकाशवाणी के स्टाफ आर्टिस्टों को नियमित सरकारी कर्मचारी बनाया जा रहा है ताकि वे पेंशन के हकदार हो सकें ;

(ख) क्या यह भी सच है कि स्टाफ आर्टिस्टों को और सुविधाएं देने तथा उनकी जल्दी-जल्दी पदोन्नति करने का जिससे उनकी विशेषज्ञता को बढ़ावा दिया जा सके, भी प्रावधान किया ज रहा है; और

(ग) यदि हां, तो इस बारे में प्रस्ताव का व्यौरा क्या है और इसे कब तक लागू किया जायेगा ?

सूचना और प्रसारण मंत्री (श्री बसंत साठे) : (क) से (ग), आकाशवाणी के स्टाफ आर्टिस्टों, जो अनुबन्धित कर्मचारी हैं, को वे अधिकांश सुविधाएं पहले ही मिल रही हैं जो केन्द्रीय सरकार के नियमित कर्मचारियों को मिलती हैं। किन्तु वे पेंशन के लाभों के पास नहीं हैं; तथापि, इस प्रयोजन के लिए एक विशिष्ट योजना तैयार करने के लिए मंत्रिय की एक समिति गठित की गई है। इस प्रकार की योजना को अन्तिम रूप

अभी दिया जाना है और सरकार के आदेश उक्त योजना के अन्तिम रूप से स्वीकृत हो जने के बाद जारी किए जाएंगे। उसके बाद, विशेषज्ञता के आधार पर आगे तरक्की के लिए जो सुविधाएं इस समय उपलब्ध हैं, उनमें वृद्धि हो सकेगी।

### Formation of All India Judicial Service

1479. SHRI XAVIER ARAKAL: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state whether Government intend to have an All India Judicial Service, instead of the present system?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI JAGAN NATH KAUSHAL): The Law Commission in its 77th report recommended the formation of an All India Judicial Service. The State Governments have been addressed to elicit their views in the matter.

### Duty on Newsprint

1480. PROF. RUPCHAND PAL: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether Government have received any representation from the Editors' Guild of India urging Government to abolish duty on newsprint and reduce to earlier rates the Railway and P&T rates for newspapers;

(b) if so, the reaction of Government in this regard;

(c) whether before acceding to the request of the editors, Government ensure corresponding reduction in the prices of the newspapers; and

(d) if not, the reasons for the same?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI ARIF MOHAMMAD KHAN): (a) No, Sir.

(b) to (d). Do not arise.

**"Oil, Gas found in Cauvery Basin"**

1481. SHRI HARINATHA MISRA:

SHRI K. T. KOSALRAM:

DR. SUBRAMANIAM  
SWAMY:SHRI RAJESH KUMAR  
SINGH:

SHRI RAM VILAS PASWAN:

Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government's attention has been drawn to the news-item under the caption "Oil, Gas found in Cauvery Basin", as published in the Indian Express dated the 17th January, 1982;

(b) if so, whether traces of oil and gas have been found in the second well drilled by US ship, Gettysburg in the Palk Straits area of the Cauvery basin, if so, the total estimated quantity of each;

(c) whether ONGC has already invited proposals from foreign parties for an early production system to tap oil in the area and two firm proposals have already been received;

(d) whether production facilities aim at handling between 10,000 to 20,000 barrels of oil with associated gas per day; and

(e) the up-to-date development in this regard including further drilling operations?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) and (b). During drilling oil and gas shows have been observed in the second well drilled in PH-9 structure in Palk Strait area of the Cauvery basin. Presently production testing is in progress in this well. More wells will have to be drilled in order to assess the commercial viability of the discovery.

(c) ONGC has taken advance action by advertising in the newspapers inviting concepts for an early production system for Palk Bay/Cauvery Basin. After the appraisal and establishment of the commercial viability of the field the concept will be finalised and based on it tenders will be invited for the award of the job.

(d) This will be finalised only after the appraisal of the field is completed.

(e) Three more locations have been released for drilling in this area which will be taken up systematically.

**Import of electronic private automatic Box Exchanges for Hotels**

1482. SHRI N. E. HORO: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether it is a fact that Government have decided to import certain Electronic Private Automatic Box Exchanges (PABX) for the hotels that are built or equipped for the Asian Games;

(b) if so, the details in this regard; and

(c) whether our experts Indian technologists are not in a position to extend facilities regarding the manufacture of sub Automatic Box Exchange (Telephone) and save the huge amount of foreign exchange in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI YOGENDRA MAKWANA): (a) Yes, Sir.

(b) The table annexed gives the particulars.

(c) Electronic Private Automatic Branch Exchanges (PABXs) are under development, by I.T.I. for manufacture at Palghat. Import for specifically meeting the requirements of Asian Games is resorted to in view of the tight time frame involved.

## Statement

## List of PABXs (Electronic) to be installed for Asiad-82

Sl. No.	Name of the Hirer of the Electronic Exchange	Installed capacity of Elec. PABX	Location
1	2	3	4
1.	M/s. Asian Hotels . . . . .	1000 lines	Bhikaji Cama P. acc.
2.	M/s. Oberoi Inter Continen tal . . . . .	1000 lines	Zakir Hussain Marg.
3.	M/s. Indian Hotels Company Ltd. . . . .	800 lines	Sardar Patel Marg.
4.	M/s Maurya Sheraton . . . . .	900 lines	Sardar Patel Marg.
5.	Ashok Hotel . . . . .	1000 lines	Chanakya Puri.
6.	International Airport Authority of India (I.A.A.I.) . . . . .	800 lines	Delhi Airport.
7.	Hotel Corporation of India (Hotel Centaur)	700 lines	New International Campus (Palam)
8.	M/s. Delhi Automobiles (Bharat Hotel)	800 lines	Bara-Khamba Road.
9.	M/s. Pure Drunks Pvt. Ltd. (Hotel Meridian)	1000 lines	Windsor place (Janpath)
10.	Hotel Kautilya, I.T.D.C. (Hotel Samrat)	500 lines	Kautilya Marg.
11.	M/s Northern Enterprises Corp. (Park Hotel) . . . . .	400 lines	Sansad Marg.
12.	M/s. Cosmopolitan Builders & Hotels Pvt. Ltd. (Surya International)	400 lines	New Friends Colony.
13.	Hotel Sidharth International . . . . .	300 lines	Vasant Bihar.
14.	Oberoi Maidens Hotel . . . . .	200 lines	Alipur Road.
15.	Taj Mahal Hotel . . . . .	600 lines	Man Singh Road.
16.	Games Village Siri Fort . . . . .	300 lines	Siri Fort

## Breakdown of Generating Sets at Korba in M.P.

1483. SHRI DHARAMBIR SINHA: Will the Minister of ENERGY be pleased to state:

(a) whether it is a fact that due to breakdown of five generating sets at the Thermal Power Stations of Korba, Amarkantak and Satpura in Madhya Pradesh, the power generation has dropped considerably and thereby power supply to industries has been stopped; and

(b) if so, the steps being proposed to improve the power supply situation?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) Madhya Pradesh is facing power shortage mainly due to inadequate generating capacity. The power generation in the State has been satisfactory since October, 1981 except for a brief period for the last week of January, 1982 and 1st week of February, 1982. Presently, out of 21 thermal units only 2 units are under major repairs and one unit is under annual overhaul. However, in order to meet the gap between demand and supply the State Government has imposed demand cut varying from 10 to 50 per cent and energy cut

varying from 15 to 25 per cent on various categories of industries. It is not correct to say that power supply to industries has been stopped.

(b) As the neighbouring States/systems are also facing power shortage, it has not been possible to give any assistance to Madhya Pradesh. The power supply position in Madhya Pradesh is expected to improve during the year 1982-83, as an additional generating capacity of 420 MW is likely to be commissioned.

#### Ransacking of Bombay High Court

1484. SHRI BAPUSAHEB PARULEKAR: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) is it a fact that chamber of one High Court Judge in Bombay High Court was ransacked recently;

(b) if so, the details;

(c) whether any inquiry has been instituted and if not, whether Government propose to hold inquiry in the matter; and

(d) if not, the reasons?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI JAGAN NATH KAUSHAL): (a) to (d). According to the information received from the Prothonotary and Senior Master of the Bombay High Court, the chamber of a Judge of the Bombay High Court was not ransacked. The Court has further intimated that on 14-12-1981 the judgment in writ petition No. 104 of 1981 in which the State Government and the Chief Justice were the respondents was delivered by Shri Justice P. B. Sawant and Smt. Justice Sujata Manohar. As, late in the evening, the State Government decided to file an appeal urgently and obtain interim orders, additional copies of the judgment were required. A copy of the judgment which has been given by Shri Justice Sawant to one of his

colleagues to read was taken with the consent of that Judge from his chamber. The chamber of Shri Justice Sawant was also opened to see whether an additional copy of the judgment in that chamber. It has further been intimated by the High Court that on a complaint made by Shri Justice Sawant at the request of the Judges, Shri Justice D. P. Madon held an informal inquiry into the matter and the result of the inquiry was communicated by Shri Justice Madon to all the Judges of the Bombay High Court. None of the Judges including Shri Justice Sawant considered it necessary that any action should be taken.

#### Special Cell to uprate capacity of Power Stations

1485. SHRI GULAM MOHAMMAD KHAN: Will the Minister of ENERGY be pleased to state:

(a) whether Government have created a special cell for implementing a new scheme for uprating the capacity of power stations and creation of new capacity.

(b) the estimated cost on the new scheme; and

(c) the names of a major power stations that will improve the performance after betterment and renovation schemes are implemented?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) to (c). The uprating of existing power plants are being examined. Presently, the following power stations have been taken up for uprating studies.

(i) Hydro:  
Bakra Right Bank  
Bakra Left Bank  
Sharavathy  
Kundah series  
Ukai  
Chibro  
Rihand

(ii) Thermal:  
 Indra Prastha  
 Talcher  
 Obra  
 Dhuvaran  
 Ennore

The estimated cost of the proposals will be available only after the studies on the subject have been completed.

**Power Crisis in Karnataka and Assistance to 4th Unit of Kali Nadi Project**

1486. SHRI S. B. SIDNAL: Will the Minister of ENERGY be pleased to state:

(a) whether the Centre is aware of hard days in power in Karnataka which has to resort to a wide-spread power cut and power shedding because of recurring power crisis;

(b) if so, the assistance the Centre proposes to give to Karnataka in the commissioning of the fourth unit of Kali Nadi Project, thermal station at Raichur, completion of other ongoing projects and the initiative in evolving a joint massive programme in cooperation with Southern States; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) Karnataka is at present facing energy shortage. During January, 1982, the energy availability in Karnataka was 22 MU per day as against the requirement of 25 million units per day. In order to bridge the gap between demand and availability, the State has imposed demand cut varying from 10 to 30 per cent and energy cut varying from 10 to 33.33 per cent on HT industries. The power shortage in February last year was 14 per cent which has come down to 12 per cent in February this year.

(b) and (c). The Kali Nadi Unit IV of 135 MW has been rotated on 9th January, 1982. Raichur thermal power Station with 2 units of 210 MW

each is programmed to be commissioned during 1984-85. The total generating capacity to be added in Karnataka during 6th plan period will be 1195 MW.

As a short term measure, bilateral negotiations have been finalised between Andhra Pradesh and Karnataka for assistance from Andhra Pradesh to the extent of 1.5 MU per day subject to the performance of thermal power stations in Andhra Pradesh. At present, Karnataka is receiving about 1 MU per day and 0.7 MU per day from Kerala and Andhra Pradesh respectively. Karnataka is also receiving assistance from Maharashtra from time to time during off-peak hours of night. The power supply position in Karnataka is expected to improve with the onset of monsoon in June, 1982.

**Physical Attack by Unsocial Elements on Small News Paper Men**

1487. SHRIMATI MADURI SINGH: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether Government are aware of the increasing incidents of harassment, attacks, murders and physical attacks by unsocial elements, especially on the newspapermen;

(b) the steps proposed by Government to check incidents of harassment and physical attacks on journalists and newpaper offices; and

(c) the details thereof?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI VASANT SATHE): (a) There have been occasional reports of alleged attacks on journalists and Press property, in the newspapers.

(b) and (c). The existing laws of the land are adequate to protect the life and property of journalists and other citizens alike. No special provision for journalists or the Press as a category is considered to be necessary.

### Expansion of Postal and Telephone Facilities in Delhi

1488. SHRI H. K. L. BHAGAT: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether there is any plan for expansion of postal and telephone facilities in Delhi in the next two years; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI YOGENDRA MAKWANA):

(a) Yes, Sir.

(b) The details are furnished below:

Postal: (i) It is proposed to open 22 post offices in various localities in Delhi subject to availability of suitable accommodation at reasonable rent which is not forthcoming at present. Apart from this, as and when demands for opening of new post offices are received from the public these are examined and if found justified according to departmental norms, the post offices are opened,

subject to the above mentioned constraints.

(ii) In rural areas of Delhi it is proposed to open 5 post offices each in the years 82-83 and 83-84. To strengthen the delivery arrangements in the rural areas it is also likely that more Extra Departmental Delivery Agents would be appointed during these two years depending upon the workload.

(iii) To improve mail and delivery arrangements in the Capital 8 Mail Motor Schedules are likely to be introduced.

The rural part of the above Plan in so far as it relates to 1983-84 is subject to its inclusion in Annual Plan 1983-84 of the Department as may be approved by the Planning Commission at the appropriate time.

### Telephones

It is proposed to expand the capacities of telephone exchange in Delhi by 47,300 lines in 1982-83 and 16,600 lines in 1983-84. Exchange-wise details are given at Statement.

### Statement

#### Expansion Programme of exchanges at Delhi

Sl. No.	Exchange	Expansion programme	
		1982-83	1983-84
1	Bahadurgarh	..	900 Strowger
2	Ballabgharh	..	1500 ,
3	Cantonment	..	..
4	Chinakyapuri	500 ITI Crossbar	10000* Imported Cross bar
5	Faridabad	..	1200 Strowger
6	Hauzkhast	1600	..
7	Janakpuri	..	..

Sl. No.	Exchange	Expansion programme	
		1982-83	1983-84
18	Janpath . . . . .	1000 ITI Crossbar	2000 ITI Crossbar
19	Karolbagh . . . . .	10000 Imported crossbar	..
10	Kidwai Bhavan . . . . .	..	..
11	Nehru Place . . . . .	..	..
12	Sena Bhawan . . . . .	..	..
13	Shaktiagar . . . . .	10000* Imported crossbar	..
14	Tis Hazari . . . . .	10000 , ,	
15	Idgah . . . . .	10000 , ,	
<i>Trans-Yamuna Area</i>			
16	Gaziabad . . . . .	2000 ITI Crossbar	..
17	Shahadra . . . . .	1200 Strawger	..
18	Shahdra East . . . . .	10000 ITI Crossbar	1000 ITI Crossbar
	TOTAL . . . . .	47,300	16,600

\*N.B. Imported Exchanges.

**Indian Companies having Assets Exceeding 200 Crores**

1489. **SHRI TARIQ ANWAR:** Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state how many Indian companies have total assets of Rs. 200 crores and over, with names thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI A. A. RAHIM):** According to information available there were 33 companies registered under the Companies Act having an assets of Rs. 200 crores and more each as on 31-3-1981 both in the Central Public Sector and the Private Corporate Sector. The names of these 33 companies are given in the Statement annexed.

**Statement**

S. No.	Name of Company
<i>Central Public Sector</i>	
1.	Bharat Aluminium Co. Ltd.
2.	Bharat Coking Coal Co. Ltd.
3.	Bharat Heavy Electricals Ltd.
4.	Central Coal Fields Ltd.
5.	Coal India Ltd.
6.	Kudremukh Iron Ore Co. Ltd.
7.	Hindustan Paper Corp. Ltd.
8.	Hindustan Aeronautics Ltd.
9.	Hindustan Fertilizers Corp. Ltd.
10.	Hindustan Copper Ltd.

S. No.	Name of Company
11.	National Thermal Power Corp. Ltd.
12.	National Fertilizers Ltd.
13.	National Textile Corp. Ltd.
14.	Rural Electrification Corp. Ltd.
15.	Hindustan Urban Development Corp. Ltd.
16.	Shipping Corp. of India Ltd.
17.	Rastriya Chemicals & Fertilizers Ltd.
18.	Western Coal Fields Ltd.
19.	Fertilizers Corp. of India Ltd.
20.	Steel Authority of India Ltd.
21.	Indian Oil Corp. Ltd.
22.	Indian Petro-chemicals Corp. Ltd.
23.	Neyveli Lignite Corp. Ltd.
24.	Indian Iron & Steel Co. Ltd.
25.	Western Coalfields Ltd.
26.	Hindustan Petroleum Corp. Ltd.
27.	National Hydro Electric Power Corporation Ltd.
<i>Private Corporation Sector</i>	
28.	Gujarat Narmada Valley Fertilizers Co. Ltd.
29.	Scindia Steam Navigation Co. Ltd.
30.	Tata Engineering & Locomotive Company Ltd.
31.	Tata Iron & Steel Co. Ltd.
32.	Associated Cement Coals Ltd.
33.	Industrial Credit & Investment Corp. of India Ltd.

“माइक्रोवेव पद्धति” और “मल्टी चैनल” पद्धति

1490. श्री सज्जन कुमार : क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने 26 जनवरी, 1982 को केवल एक दिन के लिए ही देश के सभी दूरदर्शन केन्द्रों को “माइक्रोवेव” पद्धति और “एप्ल” से जोड़ा था ; और

(ख) यदि हाँ, तो इन दूरदर्शन केन्द्रों को स्थाई रूप से पद्धति के जरिए न जोड़ने के क्या कारण हैं ताकि लोग “मल्टी चैनल” पद्धति के जरिए अन्य दूरदर्शन केन्द्रों से भी कार्यक्रमों के प्रसारण को देखने की सुविधा उठा सकें ?

सूचना और प्रसारण मंत्री (श्री बसंत साठे) : (क) 26 जनवरी, 1982 को दिल्ली-बम्बई-मद्रास-बंगलौर-मसूरी, जलन्धर को माइक्रोवेव द्वारा; पुणे और अमृतसर को आफ एंप्र द्वारा; और कलकत्ता-पिज को एप्ल द्वारा जोड़ा गया था ।

(ख) एप्ल केवल एक प्रायोगिक उपग्रह है और इसका उपयोग एक वर्ष के इसके प्रत्याशित जीवन के दौरान विशेष अवसरों पर दूरदर्शन केन्द्रों को जोड़ने के लिए किया जा सकता है । माइक्रोवेव लिंक इस समय पहले ही निम्नानुसार उपलब्ध है :—

- (1) दिल्ली-बम्बई/बंगलौर-मद्रास ।
- (2) पिजो-मसूरी ।

निम्नलिखित मौजूदा दूरदर्शन केन्द्रों को डाक-तार द्वारा माइक्रोवेव लिंक द्वारा जोड़ने का प्रस्ताव है :—

क्रम संख्या	मार्ग	माइक्रोवेव मार्ग के मुकम्मल होने की लक्ष्य तिथि
1	2	4
1. दिल्ली—लखनऊ — कलकत्ता		जून, 1982
2. दिल्ली—कानपुर		जून, 1982
3. दिल्ली—जलन्धर—श्रीनगर		जून, 1982
4. वर्मवार्ड—पुणे		मई, 1982
5. जलन्धर—अमृतसर		जून, 1983
6. दिल्ली—जयपुर		1984

इसके अलावा, छठी योजना अवधि के दौरान आसनसोल, मुर्शिदाबाद, मदुरे, वाराणसी, विजयवाड़ा और पण्जी में जो दूरदर्शन रिले केन्द्र स्थापित करने का प्रस्ताव है, उनको डाक-तार के माइक्रोवेव लिंक के साथ जोड़ा जाएगा।

बुलन्दशहर उत्तर प्रदेश में तारघर और टेलीफोन केन्द्र खोलना

1491. श्री त्रिलोक चन्द : क्या संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या छठी पंचवर्षीय योजना के दौरान बुलन्दशहर जिले में तारघर और टेलीफोन केन्द्र खोलने का कोई प्रस्ताव है, यदि हां, तो इनके खोलने के प्रस्तावित स्थान कौन-कौन से हैं;

(ख) ये तारघर और टेलीफोन केन्द्र कब तक स्थापित किये जायेंगे; और

(ग) यदि ऐसा कोई प्रस्ताव नहीं है तो उसके क्या कारण हैं?

संचार मंत्रालय में राज्य मंत्री (श्री योगेन्द्र मकवाणा) : (क) जी हां।

प्रस्तावित स्थानों के नाम विवरण में दिए गए हैं।

(ख) तारघर एवं टेलीफोन एक्सचेंज चालू योजना अवधि के दौरान उत्तरोत्तर स्थापित किए जायेंगे।

(ग) प्रश्न ही नहीं उठता।

### विवरण

तारघर एवं टेलीफोन एक्सचेंजों हेतु प्रस्तावित स्थान —

1. तार घर

सार्वजनिक टेलीफोन घर/संयुक्त डाक तार घरों की सूची —

1. रामघाट, 2. झज्जर, 3. धनूरा,
4. खलूर, 5. परवाना, 6. मालगढ़
7. सरधा हवीबपुर, 8. धपरवाला, 9. हुवावाद,
10. बानबोई, 11. निसरुखा,
12. गंगागढ़, 13. भैसोली, 14. जदोल,

15. चित्सोना, 16. चंडोक, 17. अहार,  
 18. हाजीपुर, 19. पिडरावल, 20.  
 मुमाई, 21. कुराब, 22. कराली बंगर,  
 23. परसोल, 24. तिलबेगमपुर, 25.  
 अहमदपुर चोराहा, 26. धनौरी, 27.  
 केशवपुर, 28. वेलसुरी, 29. वारोली,  
 30. मकरी, 31. पवसेरा, 32. खार-  
 मोहनगर, 33. वरहाना, 34. वरोंडा,  
 35. दयानंत पुर, 36. शेखपुर, गोडवा,  
 37. अमरगढ़, 38. औरगाबाद कासरे,  
 39. बखसारा, 40. बेलोन, 41. विरोरा,  
 42. चांदेयाना, 43. दौलतपुर खिर,  
 44. गिरोरा, 45. गंगरावली, 46.  
 संदौर, 47. जएरावन 48. खालौर,  
 (खावालोर), 49. लढाणा 50. मलक-  
 पुर, 51. पालाकसेरे, 52. रामपुर,  
 53. साखणी, 54. शेखपुर, 55. दौलत  
 पुर, 56. सतोहा, 57. तलबार, 58.  
 उमरपुर, 59. अहमद नगर, 60. औरंगा-  
 बाद चादोक, 61. भडीवा जेतराबाद,  
 62. भूर्ल, 63. बराल, 64. बाहपुर,  
 65. बरौली जसदेव पुर, 66. चितौरा,  
 67. ढाकली, 68. गंगरोली, बनवारी पुर,  
 69. जालापुर, 70. कचेसर, 71. रावनी  
 कटीरबगर, 72. खेलिया कल्याणपुर,  
 73. लाडपुर, 74. मुडियाकापुर, 75.  
 महुदीन मुकलाना, 76. नगलाबाल उर्फ  
 बालक, 77. मंगलौर, 78. निमचियाना,  
 79. पावडरी, 80. रिवादा, 81. शाहपुर,  
 82. देवराला, 83. गोढाणी, 84.  
 जहांगीरपुर, 85. नगलाखुताल, 86.  
 सरोनपुर, 87. तेवोरो, 88. तेवेराबुजुर्ग,  
 89. विसारा, 90. चपरोजा, 91.  
 चिपियाना बुजुर्ग, 92. चिठेरा, 93.  
 घोड़ी कडेरा, 94. गुम मण पुर, 95.  
 मिर्जापुर, 96. सादुल्ला, 97. सिकन्दरा-  
 बाद (ग्रामीण), 98. तिलपता कारवास।

## II. टेलीफोन एक्सचेंज —

1. मरोरा, 2. मुवन बहादुर नगर,
3. जहांगीर पुर।

## Shortage of Good Quality Coal in Delhi

1492. SHRI MANGAL RAM PREMI: Will the Minister of ENERGY be pleased to state:

(a) whether it is a fact that there has been an acute shortage of coal during the winter season and whatever little was available was full of dust and stone and there is also the shortage of coal depots in Delhi;

(b) if so, reasons for the scarcity of good quality coal;

(c) were the depots checked to see the kind of coal sold by them;

(d) steps taken to ensure easy availability of coal with immediate effect; and

(e) if not, the reasons thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF COAL IN THE MINISTRY OF ENERGY (SHRI GARGI SHANKAR MISHRA): (a) and (b). There has been no acute shortage of coal in Delhi. Quality of coal supplied to Delhi has also been generally satisfactory.

(c) Delhi Administration carry out regular checks of the coal depots to ensure proper quality of coal supplied by the Depot holders to the consumers.

(d) and (e). High priority is given by the Railways to move soft coke to Delhi. All efforts are being made by the coal companies in consultation with the Railways to meet demand of the consumers in Delhi.

## Kanpur Telephone Scandal

1493. SHRI MAGANBHAI BAROT: PROF. AJIT KUMAR MEHTA:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether it is a fact that the CBI has conducted massive raids in Kanpur in connection with crores of rupees

worth of bogus purchases made by the Telephone Department;

(b) what is the preliminary information available with Government regarding the amount involved and the details of the bogus purchases; and

(c) which officers of the Telephone Department are involved in those purchases?

**THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI YOGENDRA MAKWANA):**

(a) The CBI has made some searches as part of their investigation into a case of alleged defalcation through imprest accounts and cash purchases in the office of Kanpur Telephone District, Kanpur.

(b) and (c). The case is still under investigation and the report is yet to be received.

#### Coal Loading from Pitheads

1494. SHRI R. P. GAEKWAD: Will the Minister of ENERGY be pleased to state:

(a) the quantity of coal in M/T Tonnes loaded from the different coalfields during the year 1981;

(b) the stock of coal available at pitheads of the fields as on 31 December, 1981;

(c) the number of wagons allotted by Railways for lifting coal to distant places in the country against the requirement, fieldwise;

(d) whether there was any delay noticed by the coal authorities in receiving the empty wagons from the Railways; and

(e) if so, the reasons for the delay?

**THE MINISTER OF STATE IN THE DEPARTMENT OF COAL IN THE MINISTRY OF ENERGY (SHRI GAR-GI SHANKAR MISHRA):** (a) and (c). Information about offers made by coal companies to Railways for loading which represent the requirements; allotment of wagons made by Railways and actual loading in terms of wagons and quantity, field-wise for 1981 in respect of Coal India Ltd. and Singareni Collieries Co. Ltd. is given in the attached statement-I;

(b) Areawise and company-wise coal stocks as on 1-1-81 is given in Statement-II.

(d) and (e). There has been a shortfall in the supply of wagons by the Railways against the requirement indicated by the coal companies. According to the Railways the shortfall has been mainly due to operational problems.

#### Statement-I

Area/Field	Wagon offer/ Requirement (Four wheeler wagons/day)	Allotment (FW/W day)	Loading	
			in terms of wagons	in terms of million tonnes (full year 1981)
I	2	3	4	5
Asansol . . . . .	2082	1840	1705	14.21
Adra . . . . .	210	152	132	1.10
Total (ECL) . . . . .	2292	1992	1837	15.31

1	2	3	4	5
Jharia	1593	1149	965	8.04
Asansol	99	91	80	0.66
Adra	575	533	445	3.71
Washeries (CCWO)	638	551	511	4.26
Total (BCCL)	2905	2324	2001	16.67
Karanpura	1323	1207	1047	8.73
Singrauli	669	563	549	4.59
Talcher	86	69	67	0.56
Giridih	37	26	23	0.19
Dhori and others	136	86	73	0.61
Washeries	504	405	378	3.15
Total (CCL)	2755	2356	2137	17.81
Central India Coalfields	1893	1680	1591	13.26
Kanhan	147	147	148	1.24
Pench (B.G. and NG)	206	199	179	1.49
Wardha	305	304	270	2.25
Nagpur	108	106	88	0.73
Total (WCL)	2659	2436	2276	18.96
Assam	68	48	47	0.39
Total Coal India	10679	9156	8298	69.15
Singareni	1009	1097	965	8.28

## Statement-II

Company /Area	Pithead stocks as on 1-1-82 (in million tonnes)
1	2
<i>Eastern Coalfields Ltd.</i>	
1. Pandaweshwar	0.28
2. Bankola	0.14
3. Kenda	0.33
4. Kajora	0.27
5. Kunustoria	0.23
6. Satagrm	0.13
7. Sripura	0.19
8. Dishergarh	0.13
9. Salanpur	0.68
10. Mugma	0.55
11. Santhal Parganas mines	0.61
Total (ECL)	3.54

1

2

*Bharat Coking Coal Ltd.*

12.	Barora	0.43
13.	Mahuda	0.07
14.	Govindpur	0.61
15.	Katras	0.46
16.	Sijua	0.59
17.	Kusunda	0.48
18.	Chaunch/pictoria	0.38
19.	Bhagabad	0.49
20.	Kustore	0.31
21.	Bastacolla	0.42
22.	Lodra	0.24
23.	Bhowrah	0.10
24.	Sudamdih	0.09
25.	Moonidih.	0.01
Total (BCCL)		4.58

*Central Coalfields Ltd.*

26.	Barkakana	0.47
27.	Argada	0.48
28.	Hazaribagh	1.40
29.	North Karanpura	0.37
30.	Kathara	0.72
31.	Kargali	0.10
32.	Orissa	0.27
33.	Singrauli	0.38
34.	Raingarh	0.31
35.	Kuju	0.60
36.	Dhori	0.53
Total (CCL)		5.63

## Western Coalfields Ltd.

37. Wardha . . . . .		0.07
38. Nagpur . . . . .		0.15
39. Patherkhera . . . . .		0.06
40. Kanhan . . . . .		0.07
41. Pench . . . . .		0.08
42. Korba . . . . .		0.52
43. Sohagpur . . . . .		0.55
44. Chirimiri . . . . .		0.55
45. Baikunthapur . . . . .		0.40
46. Jhagrakhand . . . . .		0.16
47. Ib Valley . . . . .		0.03
	Total (WCL) . . . . .	2.64
48. Assam . . . . .		0.02
	Total Coal India Ltd. . . . .	16.41
49. Singareni . . . . .		0.35

## Power shortage in Orissa

1495. SHRI CHINTAMANI PANIGRAHI: Will the Minister of ENERGY be pleased to state:

(a) whether the Central Government have been apprised of the fact that due to serious drought conditions in Orissa there is a serious shortage of power in Orissa now;

(b) whether Government are also aware that now the generation at Hirakud has come down to 85 MW daily in place of 120 MW last year;

(c) whether Government are also aware that at present the total daily generation of electricity in Orissa has come down to 300 MW in place of 460 MW last year; and

(d) if so, what steps are being proposed to meet the power shortage in Orissa?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) As a result of shortfall in rainfall in the catchment areas of Balimela and Machkund reservoirs, the water levels in the reservoirs are lower than levels obtained during the last year. This has resulted in reduced hydel generation and consequent reduced availability of power. At present, the energy availability in Orissa is about 8.9 MU per day as against the requirement of 10.4 MU per day.

(b) During February, 1982, the average generation at Hirakud was about 2.3 MU per day/96 MW as against 2.84 MU per day/118 MW during the corresponding period last year.

(c) The average daily generation in Orissa in February, 1982 370 MW as against 423 MW during the corresponding period last year.

(d) The power supply position in Orissa is expected to improve with the onset of monsoon in June, 1982.

माउंट आबू में दूरदर्शन केन्द्र और आकाशवाणी केन्द्र की स्थापना करना

1496. श्री विरदा राम फुलवारिया : क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या राजस्थान के प्रसिद्ध और अनुष्ठान पर्यटक केन्द्र माउंट आबू में एक दूरदर्शन केन्द्र और एक आकाशवाणी केन्द्र को स्थापना करने की कोई योजना सरकार के विचाराधीन है ; और

(ख) यदि हाँ, तो यह योजना कब तक कार्यान्वित किये जाने की संभावना है और यदि नहीं, तो उसके क्या कारण हैं ?

सूचना और प्रसारण मंत्री (श्री बसंत साठे) : (क) जी, नहीं।

(ख) संसाधनों के अभाव और सापेक्ष प्राथमिकता के कारण, इस प्रकार के किसी प्रस्ताव की वर्तमान में या निकट भविष्य में योजना नहीं बनाई गई है। तथापि,

माउंट आबू रात के समय आकाशवाणी, जोधपुर की सेवा परिधि के अन्दर आता है।

मथुरा तेल शोधक कारखाने में भर्ती

1497. श्री दिग्म्बर सिंह : क्या पैट्रोलियम, रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष 1982 में मथुरा तेल-शोधक कारखाने में कितने व्यक्ति भर्ती किये जायेंगे; और

(ख) पदों के किन वर्गों के लिए भर्ती की जायेगी और इन्हीं अलग-अलग संख्या क्या है और इन पदों के प्रत्येक वर्ग के लिए निर्धारित अर्हतायें क्या हैं ?

पैट्रोलियम रसायन और उर्वरक मंत्रालय में राज्य मंत्री (श्री दलबोर सिंह) :

(क) वर्तमान अनुमानों के अनुसार वर्ष 1982 के दौरान मथुरा शोधनशाला में लगभग 300 व्यक्तियों को भरती किया जायेगा।

(ख) एक विवरण पत्र सभापटल पर प्रस्तुत है।

### विवरण

पदनाम	पदों की संख्या	निर्धारित योग्यताएं	निर्धारित अनुभव
टी० ए० ड० य०	5	वैद्युत/यांत्रिक ट्रेड में आई० टी० आई० प्रमाण पत्र सहित दसवीं कक्षा बायलर दक्षता प्रमाणपत्र धारकों को प्राथमिकता दी जाएगी	5 वर्ष
टी० ३			
ग्रेड 4	4	वही	3 वर्ष
प्रैटेर (उत्पादन)	13	प्रक्रिया उद्योग में अनुभव सहित रसायन शास्त्र, भौतिक शास्त्र सहित बी० एस० सी०	3—5 वर्ष
ग्रेड 3			

पदनाम	पदों की संख्या	निर्धारित योग्यताएं	निर्धारित अनुभव
आपरेटर ग्रेड 4	40	रसायन शास्त्र तथा भौतिक शास्त्र में बी० एस० सी०	अधिमानतः प्रक्रिया उद्योग
रखरखाव टैक्नीशियन वैद्युत ग्रेड 3	7	आई० टी० आई० प्रमाणपत्र सहित हाई स्कूल	5 वर्ष
ग्रेड 4	4	आई० टी० आई० प्रमाणपत्र सहित हाई स्कूल	3 वर्ष
यांत्रिकी (सामान्य) फिटिर रोटरी उपकरण गियर इत्यादि ग्रेड 4	18	सम्बन्धित ट्रेड में आई० टी० आई० सहित हाई स्कूल	सम्बन्धित क्षेत्र में 5 वर्ष
इस्ट्रयूमेटेशन ग्रेड 2	16	सम्बन्धित ट्रेड में आई० टी० आई० सहित हाई स्कूल	सम्बन्धित दुन्ह में 3 वर्ष
ग्रेड 3 वहीं	14	भौतिक शास्त्र सहित बी० एस० सी० या इस्ट्रू प्रौद्योगिकी/इलेक्ट्रॉनिक्स/रेडियो डिप्लोमा/इंजीनियरी में डिप्लोमा या ईस्ट्रू में आई० टी० आई० प्रमाणपत्र सहित हाई स्कूल	बी० एस० सी० डिप्लोमा धारकों के लिये 5 वर्ष या आई० टी० आई० प्रमाण पत्र धारकों के मामले में 8 वर्ष
लोको आपरेटर	6	अधिमानता दसवीं	वी० एस० सी० या डिप्लोमा धारकों के लिये 3 वर्ष तथा आई० टी० आई० प्रमाणपत्र धारकों के लिये 5 वर्ष
फोर्क लिफ्ट आपरेटर	17	हैवी वाइकल ड्राईविंग लाइसेंस सहित अधिमानतः दसवीं अग्रेजी टाईपर इंटिंग में 40 शब्द प्रति मिनट की गति सहित स्नातक	3 वर्ष
लिपिक/टाईपिस्ट	5		कायलिय अनुभव अपेक्षित है

पदनाम	पदों की संख्या	निर्धारित योग्यताएँ	निर्धारित अनुभव
कनिष्ठ लेखा लिपिक	10	कॉमर्स में स्नातक	लेखों में अधिमानतः 2 वर्ष का अनुभव
श्रमिक ग्रेड 1	5	आई० टी० आई० सहित 8वीं श्रेणी पास	2/3 वर्ष भूमि खोने वालों के मामले में छूट दी जा सकती है।
श्रमिक ग्रेड 2	40	दसवीं-इंटरमीडिएट	
श्रमिक ग्रेड 3	80	8वीं श्रेणी पास	

विभागेतर डाकघरों में टेलीफोन सुविधाएँ

1498. श्री मनोराम बागड़ी : क्या संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सभी विभागेतर डाकघरों में टेलीफोन सुविधा उपलब्ध कराई जा रही है; और

(ख) यदि हाँ, तो ऐसे कितने विभागेतर डाकघरों में अभी तक टेलीफोन सुविधा उपलब्ध कराई जायेगी और तत्सम्बन्धी ज्यौरा क्या है?

संचार मंत्रालय में राज्य मंत्री (श्री योगेन्द्र मकवाणा) : (क) जी, नहीं।

(ख) प्रश्न ही नहीं उठता।

#### Micro Hydel Power Development in India

1499. SHRI D. P. YADAV: Will the Minister of ENERGY be pleased to state:

(a) the steps being proposed by Government for micro-hydel power development in India;

(b) the details of the costs involved on these small projects and the feasibility in the present situation.

(c) whether this programme would be taken up in the present Five Year Plan period; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) to (d). Government attach great importance to the development of micro hydel power. This is an activity that would have to be undertaken by the respective States in which the potential exists and Micro hydel scheme costing less than Rs. 1 crore do not require statutory clearance from the Central Electricity Authority. However Ministry of Energy have offered to make available to the States the technical assistance that may be required by them in this regard. Also the State authorities have been advised to ensure that provisions are made for generating power by utilising waters released from Dams/Canals being built for irrigation purposes.

The cost per KW of installed capacity of the micro hydel projects vary from scheme to scheme depending upon the nature of works, topography, scheme of development etc. and a figure of about Rs. 10 thousands to Rs. 15 thousands per KW of installed capacity is generally obtaining in the country at present.

राजस्थान उच्च न्यायालय में रिक्त पद

1500. श्री अशोक गहलोत : क्या विधि, न्याय और कम्पनी कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान राजस्थान उच्च न्यायालय में रिक्त पड़े हुए सात पदों की ओर दिलाया गया है;

(ख) यदि हां, तो क्या इन पदों को भरने के लिए सरकार द्वारा अब तक कोई कार्यवाही की गई है; और

(ग) यदि हां, तो इस बारे में की गई कार्यवाही क्या है और यदि नहीं, तो उसके क्या कारण, हैं?

विधि, न्याय और कंपनी कार्य मंत्री (श्री जगन नाथ कौशल) : (क) से (ग). राजस्थान उच्च न्यायालय के लिए 12 स्थाई न्यायाधीशों और 6 अपर न्यायाधीशों के पद स्वीकृत हैं। इस समय 10 स्थाई न्यायाधीश और 2 अपर न्यायाधीश पदासीन हैं। शेष स्थाई न्यायाधीशों के 2 पद और अपर न्यायाधीशों के 4 पद भरे जाने हैं। स्थाई न्यायाधीश के 2 नए पद उस तारीख से सूचित किए गए हैं जिस तारीख को वे भरे जाएंगे। राजस्थान उच्च न्यायालय में इन पदों के भरे जाने के लिए अपेक्षित प्रस्ताव राज्य प्राधिकारियों से अभी प्राप्त होने हैं।

Power connection in Rajasthan Villages

1501. SHRI CHATURBHUJ: Will the Minister of ENERGY be pleased to state that number of villages in Rajasthan which have been given sanction for new power connections during the half year ending 31st December, 1981?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): According to the report available for the pe-

riod April to October, 1981, 325 new villages have been electrified involving energisation of 5,685 irrigation pump sets/tube wells in Rajasthan.

जगदलपुर आकाशवाणी केन्द्र में हालही में एनाउन्सर के पद के लिये आवेदन-पत्र

1502. श्री लक्ष्मण कर्मा : क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बस्तर जिले में जगदलपुर आकाशवाणी केन्द्र के लिए हालवी में एनाउन्सर के एक पद की मंजूरी दी गई है;

(ख) यदि हां, तो इस पद के लिए निर्धारित शिक्षा अर्हतायें क्या हैं;

(ग) क्या यह भी सच है कि इस पद के लिए आवेदन पत्र स्नातकोत्तर अर्हताओं वाले व्यक्तियों से आवेदन-पत्र आमंत्रित किये जा रहे हैं; और

(घ) यदि हां, तो क्या हाल ही में स्नातकोत्तर शिक्षा वाला व्यक्ति प्राप्त करना कठिन है?

सूचना और प्रसारण मंत्री (श्री वसंत साठे) : (क) जी, नहीं।

(ख) से (घ) : प्रश्न नहीं उठते।

Functioning of Telephones in Tamil Nadu

1503. SHRI K. ARJUNAN: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Government are aware that Salem in Tamil Nadu is a notable centre on the map of Telephone Department but the functioning of telephones is beyond satisfaction due to untrained and under strength of staff;

(b) whether Government are also aware that the strength of men is not corresponding to the number of phones available and thereby the subscribers are struggling daily with Telephone Department; and

(c) do Government propose to employ more persons to tackle the problem?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI YOGENDRA MAKWANA): (a) and (b). The performance of Salem Telephone system is satisfactory and trained technical personnel in adequate strength have been posted to maintain and operate the system.

(c) Does not arise.

**Difficulties in depositing Electricity Bill by consumers in Delhi**

1504. SHRI SHIV SHARAN VERMA: Will the Minister of ENERGY be pleased to state:

(a) whether it is a fact that it takes long hours to deposit an electricity bill in the DESU collection offices particularly in R. K. Puram, New Delhi where only one window works;

(b) if so, steps proposed to be taken to ease the situation in DESU collection centres; and

(c) are the nationalised banks proposed to be asked to accept payment of electricity bills by the consumers, if not, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) and (b). At present, there are two Bill collection Counters at R. K. Puram Office of the Delhi Electric Supply Undertaking. In the Normal course, the process of making payment of a bill may not take more than 30 to 40 minutes at any of the bill collection offices of DESU including the one at R. K. Puram.

Arrangements also exist for deputing additional staff at a particular cash collection office to cope with any exceptional rush. Arrangements are also made to open additional counters or new cash offices, wherever it is found absolutely necessary.

(c) There is no such proposal at present. An earlier scheme of collection of electricity consumption charges through the banking system had to be discontinued as it was not found convenient.

**Additional target for power generation**

1505. SHRI SOMNATH CHATTERJEE: Will the Minister of ENERGY be pleased to state:

(a) what was the State-wise target of additional installed capacity for power generation during the current plan period;

(b) whether the target will be achieved;

(c) if not, what are the constraints; and

(d) what will be the extent of power shortage in the country at the end of the current Sixth Plan period?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) The State-wise targets of additional power generating capacity fixed for the Sixth Five Year Plan is shown in Statement.

(b) and (c). Some of the projects are in a critical state and may be delayed beyond the schedules on account of various constraints. Some of the major constraints are:—

(1) Delays in supply of plant and equipment.

(2) Weakness in project management area in some State Electricity Boards.

(3) Shortage in availability of funds with some SEBs for implementation of projects particularly on account of escalation in costs.

(4) Shortage of cement and certain steel sections.

Effort is being made to overcome the above constraints and to ensure commissioning of the projects according to schedule. It is not possible at this stage to precisely assess the extent of slippage that may take place in

the commissioning of projects by the end of the plan period.

(d) It was anticipated that at the end of the Plan period in the country as a whole the demand and supply would balance. However, the specific extent of surpluses and shortages at the end of the Plan period cannot be assessed precisely at this stage because this would depend on the profiles in other sectors of the nation's economy.

#### Statement

##### *VIth Plan State-wise additions in installed Capacity*

	Hydro	Thermal/Nuclear	Total
<i>Northern Region</i>			
Haryana	174	286	454
Himachal Pradesh	38	..	38
Jammu & Kashmir	..	..	..
Punjab	462	210	672
Uttar Pradesh	282	1690	1972
Chandigarh	..	..	..
Delhi	..	..	..
Central	60	1260 + 220	1540
<b>Northern Region (Total)</b>	<b>1292</b>	<b>3660 + 220</b>	<b>5172</b>
<i>Western Region</i>			
Gujarat	125	1050	1175
Madhya Pradesh	108	1380	1488
Maharashtra	224	2420	2644
Central	..	630	630
<b>Western Region (Total)</b>	<b>457</b>	<b>5480</b>	<b>5937</b>
<i>Southern Region</i>			
Andhra Pradesh	885	210	1095
Karnataka	775	420	1195
Kerala	125	..	125
Tamil Nadu	420	210	630
Lakshadweep	..	..	..
Central	..	1050 + 470	1520
<b>Southern Region (Total)</b>	<b>2205</b>	<b>1890 + 470</b>	<b>4565</b>

1 2 3

*Eastern Region*

Bihar	.	.	65	660	725
Orissa	.	.	340	220	560
West Bengal	.	.	58	1310	1368
D.V.C.	.	.	40	420	460
Sikkim	.	.	..	..	..
A&N	.	.	..	..	..
Central	.	.	..	210	210
Eastern Region (Total)	.	.	503	2820	3323

*North-Eastern Region*

Assam	.	.	50	358	408
Arunachal Pradesh	.	.	..	..	..
Manipur	.	.	..	..	..
Meghalaya	.	.	..	..	..
Mizoram	.	.	..	..	..
Nagaland	.	.	1	..	1
Tripura	.	.	5	..	5
Central/NEC	.	.	255	..	255
N.E. Region (Total)	.	.	311	358	669
ALL INDIA (TOTAL)	.	.	4768	14208 + 690	19666

**Pending Industrial Licence Applications of Foreign Drug Companies**

1506. SHRI K. MALLANNA: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether there are some pending industrial licence applications of foreign drug companies as on date and the reasons for delay in disposing of such applications alongwith the name of the product, capacity etc.;

(b) whether certain applications of Indian Companies for similar products are also pending and if so, the details thereof; and

(c) whether the delay in disposing of these applications is helping certain foreign drug companies?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI DALBIR SINGH): (a) to (c). Information is being compiled and will be laid on the Table of the House.

**Cost of production of bulk drugs**

1507. SHRI K. MALLANNA: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) what has been the categorisation for placing the cost of production of different bulk drugs for discussion at different forums/and who decided for discussion at a particular forum;

(b) the procedure adopted by Government for fixation of prices of bulk drugs during the last three years along with the details of forums associated with Government; and

(c) how it was ensured that no discrimination was exercised in fixing the prices, full history of price fixation of indomethacin, Phenothiazine, Erythromycin Stearate, Griseofulvin, Phthalyl Sulphathiazole, Tetracycline and Metronidazole may be given?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM, CHEMICALS AND FERTILIZERS

(SHRI DALBIR SINGH): (a) and (b). According to the procedure adopted by the Government for fixation of the bulk drug prices, the Bureau of Industrial Costs and Prices (BICP) studies the cost data of the manufacturer and recommends prices to my Ministry in the light of the provisions of the Drugs (prices Control) Order, 1979. The recommendations of the B.I.C.P. are scrutinised by the Ministry and then placed before the 'Policy and Planning Committee for Drug Industry' (PPCID) which is a high-level inter-Ministerial committee with representations from all connected departments. The prices are fixed with the approval of the Minister (PC&F) taking into account the recommendations of the PPCID. This has been the procedure following during the last three years.

(c) The prices of following drugs out of the drugs mentioned in this part of the question have been fixed after the commencement of Drugs (Prices Control) Order, 1979:

Sl. No.	Name of the drug	Price fixed Rs./kg.
1.	Indomethacin	918.70
2.	Phthalyl Sulphathiazole	200.40
3.	Tetracycline Hydrochloride	729.68
4.	Metronidazole	497.98

Phenothiazine is not specified in the first and the second scheduled to the Drugs (Prices Control) Order, 1979 and is, therefore, not a price controlled bulk drug. Griseofulvin is no longer produced in the country by M/s. I.D.P.L. and is, therefore, imported as such. As regards Erythromycin Stearate the recommendations received from the BICP are under examination in my Ministry. As the recommendations of the BICP are scrutinised in the Ministry and also considered by the Policy and Planning Committee before taking the approval of Minister (P, C&F), multistage processing and uniformity of proce-

dure ensure that there is no discrimination in fixing prices.

**Exist of Engineers from Oil India Limited**

1508. SHRI B. V. DESAI:

SHRI HARINATH MISRA:

Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the exist of large number of engineers has affected work in Government owned Oil India Limited which is engaged in the production of crude in Upper Assam;

(b) if so, whether Senior Executives had left Oil India Headquarters at Juliajan and about 109 engineers holding important positions had also left the organisation during 1981 and some more engineers are also on the verge of leaving;

(c) what are the main reasons for this exodus of engineers and whether this has greatly affected the oil prospects in Assam; and

(d) what steps are being taken by Government to solve this problem?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) No, Sir.

(b) The number of engineers and technically qualified personnel who left Oil India Limited during 1981 was 38 and during 1982 (upto 31-1-1982) was only 6.

(c) The main reason for the exodus is that jobs abroad are more lucrative. This exodus has not affected the oil prospects in Assam.

(d) While it is not possible to prevent those who want to resign, steps have been taken to fill in these vacancies through promotion, by direct recruitment including taking in graduate engineer trainees and deputationists from other organisations.

#### New telecommunication links with Pakistan

1509. SHRI B. V. DESAI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether India will shortly have new telecommunication links with Pakistan and some other neighbouring countries;

(b) if so, what are the countries with which India will have telecommunication links;

(c) whether the telecommunication links between India and Pakistan and also with Lanka have already started; and

(d) if so, the main features of the same?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI YOGENDRA MAKWANA): (a) Yes, Sir.

(b) to (d). Small capacity telecommunication links from India to Bangladesh, Bhutan, Nepal, Pakistan and Sri Lanka already exist. Subsequently, large capacity microwave/coaxial link to each of these countries was planned. Wide band microwave link between Rameswaram in India and Colombo in Sri Lanka has been commissioned. Project for a wide band coaxial cable system between Amritsar in India and Lahore in Pakistan has been taken in hand but the system is not ready yet.

#### DESU continues to draw heavily from Northern grid

1510. SHRI B. V. DESAI: Will the Minister of ENERGY be pleased to state:

(a) whether in spite of repeated warnings from the BBMB and Punjab, Haryana and Himachal Pradesh, DESU continues to draw heavily from the Northern grid;

(b) whether during the month of January DESU was warned by the Northern States to stop overdrawing power;

(c) whether the Centre has been seized of the issue following repeated complaints to the ministry by the Northern States;

(d) whether the Ministry had advised DESU not to depend on the Northern States but the instructions were violated by the DESU; and

(e) if so, what action the Union Ministry took on the complaints made by the Northern States and what were the reasons for DESU to take heavy loads against the wishes on the Northern States?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) to (e). The power demand of Delhi is generally met from generation from the I.P. Station and the Badarpur Thermal Power Station. The shortfall, if any, is met from the northern grid on which BBMB system is a constituent. During January 1982, the net energy injected into BBMB system from Delhi was 9.14 million units. During February 1982 (upto 21st), the net energy transfer to BBMB was 22.59 million units from Badarpur. So infact more power has been supplied to BBMB system from Badarpur Station (Delhi).

**Missing names from revised voters' list for Delhi**

1511. SHRI B. V. DESAI: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether it has been reported that the names of large number of eligible voters do not figure in the revised voters list for the Union Territory of Delhi published recently by the Election Commission;

(b) if so, what were the main reasons for the same;

- Door to door enumeration and preparation of manuscript in the new areas . . . . . 12-2-1982 to 25-2-1982
- Draft publication of rolls in the offices of the respective Electoral Registration Officers and in the areas affected by enumeration . . . . . 1-3-1982
- Period for lodging claims and objections . . . . . 1-3-1982 to 8-3-1982
- Disposal of claims and objections by the Electoral Registration Officers, preparation of integrated supplements . . . . . 11-3-1982 to 18-3-1982
- Printing of supplements and final publication of electoral rolls . . . . . 25-3-1982

The electorol rolls of the Union territory of Delhi are likely to be finally published on 25-3-1982.

(c) whether Government have corrected the lists and have included the names of those who were missing; and

(d) if so, by what time the accurate lists of the voters entitled will be prepared and published?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI JAGAN NATH KAUSHAL): (a) to (d). Under article 324 of the Constitution, the responsibility of superintendence, direction and control of the preparation of the electoral rolls is vested in the Election Commission. The Commission has informed that various political parties had approached the Commission sometime back requesting it for special survey of new settlement colonies in Delhi to be undertaken with a view to enumerating the names of eligible persons in those areas in the electoral rolls. As only summary revision of electoral rolls was undertaken in 1982 and as these new colonies sprang up after the last intensive revision in the Union territory of Delhi undertaken in 1979, the Commission thought that a special survey of these colonies was necessary in order to include the names of eligible persons in the rolls without insisting that they should individually apply in prescribed forms to the Electoral Registration Officers concerned for inclusion. Accordingly it directed the Chief Electoral Officer, Delhi, to carry out the special survey of the new settlement colonies according to the following programme:—

नाइलोन-रेशे के उत्पादन के हिए ।  
प्रवान करना

1512. श्री निहाल सिंह : क्या पैट्रोलियम, रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) उन फर्मों के नाम और पते क्या क्या हैं, जिन्होंने नाइलोन-रेशे के धागे का उत्पादन करने के लिए दिनांक 15 जनवरी, 1981 को या इससे पहले केन्द्रीय सरकार को अपने-अपने आवेदन-पत्र भेजे थे और उनके आवेदन-पत्रों को निपटारा नहीं किया गया है ; और

(ख) इन आवेदन-पत्रों का निपटारा करने में अब तक किन कठिनाइयों का सामना करना पड़ा है ?

पैट्रोलियम, रसायन और उर्वरक मंत्री (श्री पी० शिव शंकर) : (क) और (ख). नायलोन फिलामेंट यार्न के उत्पादन के लिए औद्योगिक लाइसेंस प्राप्त करने के लिए गए कुछ आवेदन-पत्र सरकार के विचाराधीन हैं। जब तक सरकार कोई निर्णय नहीं लेती उससे पहले लम्बित पड़े आवेदन-पत्रों के ब्यारे प्रकाशित नहीं किये जाते।

सीधे टेलीफोन सर्किट से जुड़े हुए देश

1513. श्री निहाल सिंह : क्या संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) किन-किन देशों के साथ सीधे टेलीफोन सर्किट से सम्पर्क कायम हो चुका है ; और

(ख) वर्ष 1981-82 में किन-किन देशों के साथ सीधे टेलीफोन सर्किट से सम्पर्क कायम करने का प्रस्ताव है ?

संचार मंत्रालय में राज्य मंत्री (श्री योगेन्द्र मकवाणा) : (क) नीचे लिखे देशों का भारत के साथ सीधा टेलीफोन सम्पर्क है :—

1. अफगानिस्तान
2. आस्ट्रेलिया
3. बहरीन
4. बंगलादेश
5. बेल्जियम
6. बर्मा
7. कनाडा
8. चीन
9. फ्रान्स
10. जर्मनी (संघीय गणराज्य)
11. यूनान (ग्रीस)
12. हांगकांग
13. ईरान
14. ईराक
15. इटली
16. जापान
17. केनिया
18. कुवैत
19. मलेशिया
20. नीदरलैण्ड
21. नाइजेरिया
22. ओमन
23. पाकिस्तान
24. फिलिपीन्स
25. कातार
26. रूमानिया
27. साउदी अरब
28. सिंगापुर
29. स्पेन
30. श्रीलंका
31. स्विट्जरलैण्ड

32. थाईलैण्ड

33. संयुक्त अरब अमीरात

34. ब्रिटेन

35. संयुक्त राज्य अमेरिका

36. सोवियत समाजवादी गणतन्त्र संघ

37. यमन (जनवादी गणतन्त्र)

38. यूगोस्लाविया

39. जाम्बिया

(ख) तंजानिया के साथ वर्ष 1981-82 में 32,550 रु० की लागत पर सीधा टेलीफोन संपर्क स्थापित करने का प्रस्ताव है।

### Natural Gas Resources

1514. SHRI LAKSHMAN MALLICK: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government have estimated the natural gas reserves in the country;

(b) if so, what is the total reserve of natural gas as per the latest estimate;

(c) when was the last estimate made; and

(i) Gas being supplied to Tea Gardens	.	.	.	22,000	SCMD
(ii) Contract with ASEB 3x15 MW Thermal Power Plant near Lakwa (Supply commenced with effect from 2-4-81)	.	.	.	2,30,000	..
(iii) Commitment made to ASEB 3x3 MW Mobile Generating Sets at Geleki (Supply commenced with effect from 17-3-81)	.	.	.	90,000	..
(iv) Gas earmarked for third phase expansion unit of Namrup Fertilizers Plant (likely to draw gas during 1983-84)	.	.	.	4,50,000	..
(v) Gas being utilised for production purposes in ONGC fields	.	.	.	35,000	..

### Offshore :

The present policy of the Government is that, as far as practicable, gas should be utilised as feedstock for the

(d) the steps taken by Government for the proper utilisation of natural gas?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) Yes, Sir.

(b) and (c). The proved and indicated balance recoverable reserves of natural gas as on 1-1-1981 were of the order of about 411 Billion Cubic Metres.

(d) Oil and Natural Gas Commission Onshore:

ONGC's present production of both associated and free gas from the Onshore areas is obtained from various fields situated in the States of Gujarat and Assam. Sustained efforts are on to increase utilisation of gas produced in different fields.

In Gujarat, almost the entire production of both associated and free gas stands committed to various consumers except for some low pressure gas which is used internally for production purposes. Besides, a plan has been formulated and is under implementation for connecting small isolated producing structures for collection and gathering of gas to the major consuming centres. It is also planned to ultimately compress the low pressure gas for utilisation.

Utilisation plan of ONGC gas in Assam is indicated below:

production of fertilizers, petrochemicals and for extraction of LPG, etc. To the extent the gas cannot be used immediately for these purposes it can be diverted for other purposes such

as power generation, etc., purely as a fall back arrangement on a temporary basis till the fertilizers and petro-chemical plants are ready to utilise it fully.

The associated gas produced in Bambay High is pumped to Urban whereafter the extraction of LPG at

ONGC plant, the lean gas is supplied to Rashtriya Chemicals and Fertilizers Limited and Tata Electric Company for fertilizer production and power generation respectively.

### OIL INDIA LIMITED

Utilisation plan of OIL gas is as under:

(i) Market Supply	Rate of Supply (Cu. M/day)
Hindustan Fertilizers Corporation Ltd. (HFCL) Phase I and II	9,70,000
Assam State Electricity Board	8,87,000
Indian Oil Corporation (Assam Oil Division)	2,22,000
Assam Gas Company (AGC)	55,000
Assam Petrochemicals Ltd. (APL)	1,34,000
Tingri Gas Grid (TGG)	55,000
Moran Gas Grid (MGG)	55,000
Dum Duma Gas Grid (DDGG)	1,38,000
Other small Consumers	19,000
	25,35,000
(ii) Industrial use within OIL	7,00,000
	32,35,000

(iii) Additional Schemes for which gas has been committed:

	Committed quantity of Gas per day in Cubic Metres
1. Namrup Fertilizers Expansion Project, Phase III	7,00,000
2. LPG Plant to be commissioned in early 1982	1,10,000
3. ASEB's mobile gas turbine	2,00,000
	10,10,000

### Opening of P.C.O.s to Provide Employment to Handicapped

1515. SHRI LAKSHMAN MALLICK:  
Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of Public Call Offices Opened by his Ministry at important Railway Stations, Bus terminals and public parks in different

States in 1981 to provide employment to the handicapped in those P.C.O.s;

(b) the total number of the handicapped persons provided appointment in those Public Call Offices;

(c) whether Government have a proposal to open some additional number of P.C.Os. at the above places

in 1982 to provide employment opportunities to some more number of handicapped persons in different States; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI YOGENDRA MAKWANA):  
(a) A total of 978 Public Telephones manned by handicapped persons have been opened at important Railway Stations, Bus Terminals, Hospitals

Public parks and similar places in different States during 1981. The State-wise distribution is indicated in the attached Statement.

(b) 978.

(c) and (d) During the month of January, 1982, 124 Public Telephones were opened. Considering the usefulness of such Public Telephones, many more telephones of this type would be opened during the remaining part of the year 1982.

### Statement

State-wise Public Telephone manned by handicapped persons during 1981

S.No.	Name of the State	No. of P.C.Os.
1	Andhra Pradesh	192
2	Bihar	3
3	Gujarat	95
4	J & K	3
5	Karnataka	21
6	Kerala	81
7	Madhya Pradesh	31
8	Maharashtra	154
9	North East Telecom. Circle (Assam, Meghalaya, Arunachal, Tripura, Nagaland & Manipur)	3
10	North West Telecom. Circle (Punjab, Haryana & Himachal Pradesh)	41
11	Orissa	8
12	Rajasthan	22
13	Tamil Nadu	237
14	Uttar Pradesh	25
15	West Bengal & Sikkim	12
<i>Union Territories</i>		
1	Delhi	49
2	Chandigarh	1
<b>TOTAL</b>		<b>978</b>

**New L. P. G. Connections**

1516. SHRI MOHAN LAL PATEL:

SHRI DAULAL SINHJI  
JADEJA:

Will the Minister of PETROLUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) the number of new LPG connections registered as on 1st January, 1981;

(b) the number of new L.P.G. connections registered during the year 1981, State-wise;

(c) the numer of new L.P.G. connection granted during the year 1981 State-wise;

(d) the number of applications still Pending as on 1st January, 1982;

(e) whether people have to wait for years to get new connections; and

(f) what measures are being taken to complete the registration upto 31st December, 1980?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) There are about 38 lakh registered customers of cooking gas (LPG) in the country at present.

(b) The information is not readily available.

(c) The State-wise details regarding the release of LPG connections from February to October 1981 are given in the attached setatement.

(d) About 40 lakh persons were on the waiting list for LPG connections as on 1-1-1982.

(e) and (f) With the increased availability of LPG in the country the Oil Companies have already started releasing new LPG connections. The waiting list for cooking gas connections is expected to be cleared in a phased manner in the coming years.

## Statement

Number of L. P. G. (Cooking Gas) Connections Released State / Union Territory-wise from February to October 1981

State / Union	Territory	Feb.	March.	April	May	June	July	Aug.	Sep.	Oct.	Total
		1	2	3	4	5	6	7	8	9	11
Andhra Pradesh	.	2207	13591	12583	7726	11157	9725	12935	8654	3300	81878
Maharashtra	.	8887	20079	23634	20420	22780	22157	18528	18390	18900	173775
Karnataka	.	1865	19434	8051	7014	7774	7483	10523	8298	5100	75542
Orissa	.	110	2080	770	1117	1035	1248	300	388	1000	8048
Madhya Pradesh	.	1503	3575	2525	755	5141	8858	4009	7226	2818	36410
Gujarat	.	1882	3008	2258	1947	6071	9834	8246	9526	7046	49818
Rajasthan	.	1076	281	1125	647	1368	825	848	615	1240	8025
J. & K.	.	400	400	600	300	200	..	..	100	300	2300
Haryana	.	737	251	144	129	2350	3147	983	1343	1074	10158
Assam*	.	49	3099	1254	1045	1203	1141	1221	156	200	9368
Himachal Pradesh	.	4	1111	198	300	512	662	220	404	248	3659
Bihar	.	23	3391	1977	946	4642	3372	1106	463	750	16670
Kerala	.	92	2344	1664	825	1278	1533	1509	1166	700	11111
Punjab	.	188	279	340	112	1288	1451	409	771	533	5371
Tamil Nadu**	.	880	19672	5553	2284	4663	19699	11385	8786	4133	77055
U.P.	.	2761	4537	4397	5327	6379	8096	3755	5011	4306	44569
West Bengal	.	52	10870	2173	5112	4202	3949	2522	1931	1100	31911
Chandigarh	.	73	58	478	121	194	338	345	184	378	2169
Goa	.	30	..	..	300	744	1000	700	300	300	3374
Delhi	.	1329	2768	4052	9839	6373	6520	6118	7315	7620	51934
<b>TOTAL</b>	.	24148	110828	73776	66266	83354	111038	85662	81027	61046	697145

\*Includes Manipur, Meghalaya, Mizoram, Nagaland, Tripura, Sikkim and Arunachal Pradesh.

\*\*Includes Pondicherry.

## Off-shore drilling by O.N.G.C.

1517. SHRI MOHAN LAL PATEL: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) the details of off-shore drilling operation conducted by ONGC during the last year; and

(b) the details of the results achieved?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) During the year 1980-81 exploratory drilling continued was taken up in structures:—

1. B-38
2. Bombay High (well BH-17)
3. R-16
4. R-7
5. PY-1
6. PY-3
7. KRI-1
8. AN-2
9. KG
10. G-2
11. SM-2
12. AN-1
13. G-1

A total of 14 exploratory wells were drilled and tested and 19 development wells were drilled.

(b) Out of the above 13 structures, 10 were new structures. Out of these 10 new structures, namely, R-15, R-7, PY-1, PY-3, KRI-1, AN-2, KG, G-2, SM-2, AN-1, four structures have indicated hydrocarbons. These are:—

1. R-7
2. PY-1
3. PY-3
4. AN-1

## International workshop on hybrid Micro-Hydro Energy System

1518. SHRI S. M. KRISHNA: Will the Minister of ENERGY be pleased to state:

(a) whether an international workshop on hybrid micro-hydro energy system was recently held in New Delhi;

(b) if so, whether low-cost energy alternatives for the rural areas were discussed there; and

(c) if so, the particulars of the participants, expenditure involved and the gains from this workshop?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) Yes, Sir. International Workshop on hybrid micro-hydro Energy System for rural prosperity was held in New Delhi on 30th January, 1982. This was organised by Water Resources Development Training Centre, University of Roorkee and co-sponsored by Department of Science and Technology, Government of India.

(b) As the hybrid micro-hydro energy system is being developed at the University of Roorkee. This workshop was aimed at formulating project proposals for the development of following small hydel projects:—

1. Jubbal Project in Himachal Pradesh utilising a head of 80 to 90 m.
2. Chakki Nallah in Himachal Pradesh utilising a head of 40 m.
3. Kakroli Fall on Western Yamuna Canal in Haryana utilising a head of 2 to 3 m.

However, alongwith the development of these small hydel projects, it was envisaged to develop other sources of renewable types of energy such as solar and biomass so that the coordinated use of the energy

generated from various systems can be utilised by the rural folk.

(c) Information is being collected and will be laid on the Table of the House on its receipt.

**Waiting list for telephone connections in Ahmednagar (Maharashtra)**

1519. SHRI CHANDRABHAN ATHARE PATIL: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of applications for the grant of telephone connections pending as on 1-2-1982 at Ahmednagar, for Rural and Urban areas of Ahmednagar (Maharashtra);

(b) how many telephone connections were provided in 1981 in each of the above areas; and

(c) by when the waiting list is likely to be cleared?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI YOGENDRA MAKWANA): (a) Waiting list pending on 1-2-1982 in Ahmednagar is as below:

Rural area—500

and Urban area—1079

(b) Telephone connections provided in 1981 in

Rural area—496

Urban area—226

(c) The waiting list will be progressively cleared, depending on the availability of equipment and other stores.

**British Financial and Technical Assistance for Coal Sector**

1520. SHRI CHINTAMANI JENA: Will the Minister of ENERGY be pleased to state:

(a) whether it is a fact that the British Government has offered financial as well a technical asis-

tance in the high technology area for the development of the coal sector.

(b) if so, whether any agreement has been arrived in this regard; and

(c) if so, the details thereof.

THE MINISTER OF STATE IN THE DEPARTMENT OF COAL AND IN THE MINISTRY OF ENERGY (SHRI GARGI SHANKAR MISHRA): (a) Yes, Sir.

(b) and (c). A Memorandum of Understanding was signed between India and UK during the visit of the Prime Minister of UK during April, 1981, which, *inter alia*, provides for cooperation in the development of Indian coal industry mainly in the following fields:—

1. Preparation of feasibility reports for integrated development of Ghusick and Asnapani coal mines;

2. Introduction of mechanised longwall mining programme in coal mines;

3. UK and India based training programme for technical personnel;

4. Supply of sophisticated coal mining equipment not available in India under the coal sector Grant of UK.

**Payment of royalty to oil Producing States**

1521. SHRI DAULATSINHJI JADEJA: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) what are the States which are producing oil;

(b) what is the rate of royalty being paid to these States;

(c) whether it is a fact that the oil producing States have demanded revision in royalty of crude oil produced in these areas; if so, the details thereof; and

(d) if so, what are the decisions taken by Government in this regard?

**THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR):** (a) Oil is being produced in Gujarat, Assam and Arunachal Pradesh but not by the States.

(b) Rs. 61 per tonne with effect from 1-4-1981.

(c) Yes, Sir. The main argument of the State Government of Assam and Gujarat is that with the increase in price of indigenous crude oil from Rs. 305 per tonne to Rs. 1182 per tonne with effect from 11th July, 1981, the royalty should be raised to 20 per cent of the revised crude oil price if not the international price.

(d) The matter is under consideration.

#### Popularisation of Indian Films abroad

1522. SHRI K. PRADHANI: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether Government have taken steps to popularise Indian films abroad;

(b) whether it is a fact that Indo-US joint efforts are being made to commercialise Indian films in the USA and vice-versa;

(c) if so, what are the joint programmes proposed to be undertaken in 1982-83 by both the USA and India in this regard; and

(d) the details thereof?

**THE MINISTER OF INFORMATION AND BROADCASTING (SHRI VASANT SATHE):** (a) and (b). Yes, Sir. Under the aegis of the Indo-US sub-commission on Education and Culture, a programme called 'Film India 81' was presented in New York to acquaint Americans with Indian cinema. Two sections of this programme are also being screened at different places in USA from the middle of 1981, American films are also being imported into India through MPEAA.

(c) and (d). The above two sections on 'Film India 81' will be screened at 12 cities in USA during the current year. Suitable follow-up measures to explore steady commercial possibilities for Indian films in America have been launched by NFDC to capitalise on the considerable awareness of Indian films generated in America because of the project. India also participates in various Film Festivals in USA with films for commercial release. India also propose to participate in the Los-Angeles Film Festival which is a film exposition Festival to be held in March, 1982. Apart from the regular commercial circuit, Art, Theatre, University and TV circuits are also being explored by the NFDC.

In the fifth meeting of the Indo-American joint committee on Films and Broadcasting held in New Delhi on January 28th, 29th 1982 the possibilities of arranging future expositions in India and USA of films on a reciprocal basis was discussed. The exposition of American Films could be organised during the International Film Festival of India and selected American films could also be shown in some other cities of India after that Festival. In addition to this, Doordarshan is considering co-production of films in collaboration with the South Caroline Educational TV

programmes such as 'America through the Eyes of an Indian' and 'An American Looks a India.'

**Linking of district headquarters of Karnataka with Bangalore**

**1523. SHRI H. N. NANJE GOWDA:** Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether all the District Headquarters of Karnataka have been linked with Bangalore by Telephone and if not, the names of those which are yet to be linked and the plans formulated for the completion of this work;

(b) whether Government have any plans to set up an electronic telephone exchange, anywhere in Karnataka and if so, when and where this will be located; and

(c) the number of telephone applications both ordinary and OYT category that are currently pending in the city of Bangalore in particular and in the State of Karnataka in general and by what time Government propose to clear it?

**THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI YOGENDRA MAKWANA):** (a) Yes, Sir. All the District Headquarters of Karnataka have been linked with Bangalore by trunk telephones.

(b) Yes, Sir. There are plans to set up electronic exchanges at Bangalore, Gulbarga, Udupi and Raichur in Karnataka State. The work is likely to be taken up by the end of the current Five Year Plan.

(c) The number of telephone applications pending as on 1-2-1982 were as below:—

	Bangalore	Karnataka
	Telephones excluding	Bangalore
O.Y.T.	534	378
Non-OYT	7636	11660

The above applications are expected to be cleared progressively by the end of Sixth Plan, depending on the availability of equipment.

**Payment of O.T.A. to FCI employees**

**1524. SHRI ARJUN SETHI:** Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) the total overtime allowances paid to the employees of the different F.C.I. units in the country during the years 1980-81 and 1981-82 unit wise; and

(b) specific steps Government have taken to curb the increase of overtime payment in the F.C.I. Units?

**THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI DALBIR SINGH):** (a) The total overtime allowance paid to the employees of the different Units/Offices of the Fertilizer Corporation of India Limited during the year 1980-81

and for the period from April 1981 to January, 1982 is given below:

Rs./lakhs

Unit/Division/Office	Payment of overtime	
	during 1980-81	From April, 1981 to January, 1982
Sindri	89.76	119.60
Gorakhpur	24.06	30.63
Ramagundam	37.74	45.27
Talcher	29.47	47.43
Korba	0.10	Not available
Lucknow Marketing	0.95	1.00
Hyderabad Marketing	0.05	0.10
Industrial Products Division, Calcutta	0.49	0.34
Jodhpur Mining Orgn.	0.14	0.10
Central Office	4.31	2.79
 Total	 187.07	 247.26

(b) The Fertilizer Corporation of India Limited has stopped payment of over-time allowance to non-technical staff and has restricted its payment to technical staff where it is absolutely necessary.

(c) whether the AIR, Nagpur has received any letters demanding the commencement of AIR, Nagpur programmes at 6.00 a.m. instead of 6.30 a.m.;

(d) if so, when and what are the reasons/grounds given in the said letters in support of the demand;

(e) what decision Government have taken in this regard; and

(f) if no action has been taken, the specific reasons for the delay and when the same is likely to be taken;

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI VASANT SATHE): (a) Yes, Sir.

(b) Out of the eight Stations of A.I.R. located in Maharashtra State,

#### Commencement of AIR Nagpur Programmes

1525. SHRI R. K. MHALGI: Will the Minister of INFORMATION AND BROADCASTING be pleased to state.:

(a) whether it is a fact that the daily programmes of All India Radio, Nagpur commence at 6.30 a.m. every day;

(b) whether it is a fact that the programmes of all other centres in Maharashtra viz., Bombay, Pune, Sangli, etc. commence at 6.00 a.m. every day;

only Pune, Sangli and Bombay commence their daily programmes on the primary channel at 5.55 A.M.

(c) to (f). Suggestions have been made in the columns of the newspapers and in letters addressed to the Nagpur Station suggesting that in the interest of the people in the Vidarbha region, the daily programmes of AIR, Nagpur may start at 6.00 A.M. so that the first all India news bulletin and more of Bhakti Sangeet programme could be available to them.

It is now proposed to start daily programmes from 6.00 A.M. from coming financial year.

#### Telephone Advisory Committee for Maharashtra

1526. SHRI R. K. MHALGI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether it is a fact that the Vidarbha Chamber of Commerce and Industry, Akola vide their letter No. 129/81/F/14213, dated 10-11-81 addressed to the General Manager, Telecommunications, Maharashtra, Bombay, demanded representation on Tele-communications Advisory Committee for Maharashtra Circle;

(b) whether it is a fact that in the past the names recommended twice by the Chamber, as asked for, were rejected by the Authorities for inclusion in the Committee;

(c) if so, what were the specific reasons for the rejection of the above names; and

(d) what are the norms fixed by the Department for appointment on the Advisory Committee?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI YOGENDRA MAKWANA): (a) Yes, Sir.

(b) The names recommended by the Vidarbha Chamber of Commerce were considered along with the names received from other Organisations, but were not approved for the Maharashtra Circle Telecommunication Advisory Committee.

(c) The Vidarbha Chamber of Commerce, Akola was represented in the Akola Telephone Advisory Committee (TAC) upto 31-3-76. Thereafter, due to a revision of policy, Akola TAC was not reconstituted and a TAC for Maharashtra State was formed in 1978. The names recommended by Vidarbha Chamber of Commerce were considered in July, 1978 and August, 1981 along with the names from eight other Organisations of Trade, Commerce and Industry. There are only three seats to represent this interest and the representative of Vidarbha Chamber of Commerce was not nominated.

(d) Nominations to the Telecommunication/Telephone Advisory Committees are made by the Government after considering the names received from the Organisations representing various interest through Heads of Telecommunication Circles/Telephone Districts, Department of Parliamentary Affairs, and other names received directly in the P & T Directorate and the Ministry of Communications. Representatives from the different units of the Organisations are chosen for each advisory committee so that various interest at different stations get represented.

#### Prices of Petrol and L.P.G.

1527. SHRI VIRBHADRA SINGH: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) the price of motor oil (Petrol) and L.P.G. in each month from July, 1979 to December, 1981; and

(b) the reasons for the steep increase in prices during this period?

**THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SANKAR):** (a). A statement is placed on the Table of the Sabha.

(b) The reasons for the increase in the prices of petroleum products including petrol and LPG are:

**I. Price Hike with effect from 17.8.79**

The Organisation of Petroleum Exporting Countries (OPEC) announced quarterly increases in crude prices for 1979, which were revised later and made very steep causing an additional burden of around Rs. 1100 crores per annum. An additional burden of around Rs. 50 crores was created by certain increases in domestic costs. Out of Rs. 1150 crores, Rs. 280 crores per annum was realised by reduction in excise duties and the balance of Rs. 870 crores was passed on to the consumers by way of price increases.

**II. Price Hike with effect from 8-6-1980.**

(i) The price of imported crude oil increased from \$21/bbl (Rs. 255/tonne) in the third quarter of 1979 to 32/bbl (Rs. 1943/tonne) in the second quarter of 1980.

(ii) The prices of imported deficit petroleum products increased on an average by nearly 35 percent in the second quarter of 1980.

(iii) There were increases in the rupee burdens of the oil industry

due to (a) costlier investments and operational costs on account of expansion of the refineries to cater for increase demand and installation of pipelines for transportation of Bombay High crude and (b) escalation in operational costs due to increases in railway freight, shipping insurance and other costs.

**III. Price Hike with effect from 13-1-1981.**

- (i) Price of imported crude oil went up to \$ 36/bbl as compared to 32/bbl in June, 1980.
- (ii) Price of imported deficit petroleum products increased by about 35 per cent.
- (iii) Assam Oil blocked created shortage of petroleum products and compelled Government to resort to import of the same.
- (iv) Due to disruption in supplies from Iran and Iraq, costlier purchases in the spot market were made in the last quarter of 1980.
- (v) Escalations of operational costs including expenditure on new pipelines for transportation of Bombay High crude increased rupee burdens on the oil industry.

**IV. Price Hike with effect from 11-7-1981.**

The prices of petroleum products have been increased keeping in view the steeply rising costs of a greatly expanded oil exploration and development programme, the continuing strain on the balance of payments and the need to moderate the growth of demand of petroleum products and to promote their economic and efficient use. As a consequence this will also assist in alleviating the budgetary deficit to some extent.

**Statement**

Basic Ceiling Selling Prices of Motor Oil (Petrol) and L.P.G. from July, 1979 to December, 1981

(Ex-storage Points) Ex. BOMBAY/ KOYALI

Rs./KL/MT

Product	Selling unit	With effect from July 1979	With effect from 17-8-1979	With effect from 8-6-1980	With effect from 13-1-1981	With effect from 11-7-1981 to date
1. Motor Spirit 83 Octane	KL	3538.07	3888.07	4538.07	4908.07	5438.07
2. Motor Spirit 93 Octane	KL	3693.48	4043.48	4693.48	5063.48	5593.48
3. LPG (Domestic) Packed	MT	1632.65	1965.98	1965.98	2300.98	2633.98
4. LPG (Industrial) Bulk	MT	1926.98	2260.13	2260.31	2595.31	2928.31
5. LPG (Industrial) Packed	MT	..	..	2442.81	2777.81	3110.81

**Consumption of Kerosene Oil**

1528. SHRI VIRBHADRA SINGH: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) what is the per capita consumption of kerosene in the villages vis-a-vis the towns; and

(b) what is the per capita national average consumption of kerosene in the country?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) and (b). The per capita national average consumption of kerosene in the country during 1980-81 is estimated at around 8 litres. No separate statistics regarding per capita consumption of kerosene in villages vis-a-vis the towns are available.

**Shortage of Kerosene Oil**

1529. SHRI VIRBHADRA SINGH: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it is a fact that there is shortage of kerosene oil in the rural areas of the country; and

(b) if so, steps proposed to be taken to meet the situation?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) and (b). While over-all allocation of kerosene is made by this Department, the actual distribution of this product between rural and urban areas within the States is the responsibility of the concerned State Governments. They have already been advised to ensure equitable distribution of this product between different areas within the States.

The present policy is to make allocation of kerosene to all States/Union Territories after allowing 5 per cent growth over the allocations/sales made during the corresponding period of the previous year. However, allocations/sales of kerosene during 1981 registered an increase of about 12 per cent over those made during 1980.

No specific report of shortage of kerosene in the rural areas of the country has been received from the State Governments.

### Unauthorised LPG Connections in Rural Areas

1530. SHRI NAVIN RAVANI: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government are aware that a number of unauthorised L.P.G. connections exist in rural areas;

(b) if so, what steps Government propose to regularise them by connecting with the nearest cities;

(c) whether it is a fact that dealers and agents are charging very heavy rate to supply cylinders for unauthorised connections, particularly in rural areas; and

(d) if so, what steps are being taken to stop this malpractice and enrol the unauthorised connections into regular connections?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) At present the Oil Companies are marketing cooking gas (LPG) only in urban/semi-urban areas. The areas of operation of the LPG distributors in a town/city are clearly demarcated and they are instructed to release LPG connections only in the area of their operations. No specific information is available with regard to the existence of unauthorised LPG connections in rural areas.

(b) There is no proposal to regularise unauthorised connections which are out side the marketing jurisdiction of the existing distributors.

(c) and (d). No such instances have been reported by the Oil Companies. However, periodic checks are carried out by the Oil Companies on their distributors to prevent malpractices, including the release of unauthorised connections to customers out side their marketing area.

### Setting up Gas-Based Fertiliser Plant near Bhavnagar

1531. SHRI NAVIN RAVANI: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether there is any proposal to set up a gas based fertilizer project near Bhavnagar in Gujarat;

(b) if so, the details thereof; and

(c) when it is likely to be finalised and the project will commence?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) No, Sir.

(b) and (c). Do not arise.

### Source of Information for AIR News Bulletins

1532. SHRI NAVIN RAVANI: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether it is a fact that AIR is not well equipped and does not have its independent source to feed its bulletin;

(b) whether it is also a fact that it covers rest of the world with just four correspondents;

(c) if so, the reasons therefor; and

(d) what AIR does to correct the distorted version it receives from agencies other than its own?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI VASANT SATHE): (a) to (d). The suggestions that AIR is ill-equipped to feed its news bulletins and to cover world news or does not have an independent source are not correct.

AIR has 4 posts of regular correspondents abroad and also 7 part-time correspondents. They are functioning

from centres considered important from the point of view of news source. Apart from these correspondents AIR is also obtaining detailed information from its monitoring units.

At the time of compiling and the editing the news bulletins, the inadequacies, if any, in the reports received from the news agencies are duly taken note of and corrected.

#### Profits/Losses shown by Fertilizer Plants

1533. SHRI HARIHAR SOREN: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether his Ministry have conducted any State-wise survey to know the losses/profits of fertilizer plants running in different parts of the country;

(b) if so, the names of the fertilizer plants which are running at a profit;

(c) whether his Ministry have received any report about the losses incurred by some fertilizer plants;

(d) if so, the names of the fertilizer plants and the States where such fertilizer plants are situated;

(e) the reasons of their losses; and

(f) the steps taken by his Ministry to see that those fertilizer plants run at a profit?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI DALBIR SINGH): (a) No, Sir.

(b) The following fertilizer companies under the administrative control of this Ministry made profits during 1980-81:—

(i) Madras Fertilizers Limited.

(ii) Rashtrya Chemicals & Fertilizers Ltd.

(iii) Fertilizers and Chemicals Travancore Ltd.

(iv) Pyrites, Phosphates and Chemicals Ltd.

(c) Yes Sir.

(d): The following fertilizer companies under the administrative control of this Ministry incurred losses during 1980-81:—

(i) Fertilizer Corporation of India Ltd.:

It has plants at Gorakhpur, Uttar Pradesh; Sindri, Bihar; Ramagundam, Andhra Pradesh; Talcher, Orissa.

(ii) Hindustan Fertilizer Corporation Ltd.:

It has plants at Namrup, Assam, Barauni, Bihar, Durgapur, West Bengal.

(iii) National Fertilizers Limited: It has plants at Nangal, Punjab; Bhatinda, Punjab; Panipat, Haryana.

(iv) Fertilizer (Planning & Development) India Ltd.:

This is an engineering company located at Sindri, Bihar.

(e) The main reasons for the losses are the low capacity utilization on account of non-availability of feedstock due to the Assam situation, Power cuts imposed by the various State Governments, non-availability of other inputs like coal and equipment problems and design constraints.

(f) Power cuts have removed by most of the State Governments. The supply of feedstock and inputs to the fertilizer plants has been augmented to the required level. Steps are also being taken to increase capacity utilization by removing of inbuilt constraints through plant operation improvement programmes, debottlenecking schemes and installation of Captive Power generation facilities, etc.

**Names of Foreign Firms Associated with Oil Exploration**

1534. SHRI HARIHAR SOREN: Will the Minister of PETROLIEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) the names of the foreign firms associated with oil exploration in the country so far since the announcement was made by Government on 2nd April, 1981 for their participation on non-sharing basis;

(b) the names of the oilfields of the country where those foreign firms have been associated in oil exploration; and

(c) the details about the terms and conditions laid down by Government and the work progressed so far?

THE MINISTER OF PETROLIEUM, CHEMICALS AND FERTLLZERS (SHRI P. SHIV SHANKAR): (a) and (b). It has been decided to award Saurashtra Off-shore Block II to M/s. Chevron, an Oil Company of U.S.A.

(c) A detailed agreement with this company is in the final stages of negotiation. Exploration work in the Block can start only after the contract has been finalised and signed.

**Completion of ongoing Projects in Orissa**

1535. SHRI HARIHAR SOREN: Will the Minister of ENERGY be pleased to state:

(a) the names of the ongoing power projects of Orissa proposed to be completed by the end of 1982-83 financial year;

(b) the progress made so far in completing those power projects?

(c) whether Government have a proposal to take up some new power projects in Orissa during the above financial year; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) Talcher Thermal Power Project (2x110 MW)—Unit 5 & 6.

(b). Talcher Unit-5 is under advanced stage of commissioning and is expected to be synchronised by end of March '82.

The work on Talcher Unit-6 is in progress. Out of 5210 MTs boiler equipment, 3794 MT has been erected upto end of December '81. The boiler hydraulic test is likely to be completed in March '82. About 35 per cent of TG erection has been completed.

(c) and (d). The State Government have proposed to take up Upper Kolab HEP EXTN (80 MW) and Hirakud HEP Stage III (37.5 MW) during the year 1982-83.

**Provision of legal aid to the poor**

1536. SHRI HARIHAR SOREN: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether his Ministry are making provision of giving legal aid to the poor people of the country;

(b) if so, what are the criteria in providing such legal aid;

(c) the total number of SC and ST people provided with such legal aid in 1980-81 and 1981-82 in different States; and

(d) the details thereof?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI JAGAN NATH KAUSHAL): (a) While the Ministry of Law, Justice and Company Affairs does not give legal aid directly to the indigent, but it has by 'Notification dated 26th September, 1980 constituted a small High Powered Committee for formulation and implementation of comprehensive legal aid schemes under the Chairmanship of

Shri Justice P. N. Bhagwati, Judge of the Supreme Court. The Committee has formulated a Model Scheme for being adopted by the State Governments and Union Territory Administrations.

(b) Under the Model Scheme prepared by the Bhagwati Committee, every citizen whose income from all sources does not exceed Rs. 5,000/- per annum shall be eligible for free legal services. This limitation as to income shall not apply in cases of disputes where one of the parties belongs to Scheduled Castes, Scheduled Tribes, Vimukta Jatia and Nomadic Tribes or is a woman or a child.

(c) and (d). The details are not readily available and the State Governments have been requested to supply the information.

#### **Issue of licence to M/s. Glaxo to Manufacture of Salbutamol**

1537. SHRI D. S. A. SIVAPRAKASHAM: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Glaxo company had submitted any application for issue of industrial licence to manufacture Salbutamol an anti-Asthma drug and the formulation;

(b) whether Government have issued the licence; and

(c) if not the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI DALBIR SINGH): (a) to (c). M/s. Glaxo Laboratories (1) Limited had applied in 1973 for the grant of an Industrial Licence for the manufacture of Salbutamol. They were issued a Letter of Intent in 1974 subject to certain conditions. After representing against one of the conditions, the company finally accepted all the conditions of the Letter of Intent in March, 1980 and also requested for conversion of

the Letter of Intent to Industrial Licence. The matter was placed for consideration before the Approval Committee which did not agree to extend the validity and conversion of the Letter of Intent. It is being examined whether there is a case to take the issue back to the Approval Committee.

#### **Proposal to set up Petro-Chemicals Complex in Tamil Nadu**

1538. SHRI D. S. A. SIVAPRAKASHAM: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether there is any proposal with Government to set up a Petro-Chemical Complex in Tamil Nadu; and

(b) if so, the details thereof?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a). There is no proposal to set up a petro-chemicals complex in Tamil Nadu.

(b) Does not arise.

#### **Proposal submitted by Tamil Nadu for Thermal Power Stations**

1539. SHRI D. S. A. SIVAPRAKASHAM: Will the Minister of ENERGY be pleased to state:

(a) whether Government of Tamil Nadu has submitted any proposal to set up five 210 MW Thermal Power Stations and another 450 MW Station in Tamil Nadu;

(b) if so, on what date or dates the proposals were received by Government;

(c) whether clearance has been given to these proposals; and

(d) if not, the reasons for the delay?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) and (b). The details of the schemes received from

the Tamil Nadu Electricity Board for the installation of thermal power stations are as follows:

Name of the scheme (capacity)	Date of receipt
1. North Madras TPS (5 x 210 MW)	11-1-82
2. Mettur TPS Extn. (2 x 210 MW)	5-1-82
3. Tuticorin TPS (St III). (1 x 210 + 1 x 500 MW)	13-1-82
4. Gas Turbine Stations in Tamil Nadu (6 x 50 MW)	23-12-81

(c) No, Sir.

(d) The necessary inputs such as Coal/Oil availability, railway transportation etc. are required to be tied up before the Central Electricity Authority can approve the projects for techno-economic clearance.

#### Prohibition of Agencies in Certain Industries

1540. SHRI D. S. A. SIVAPRAKASHAM: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the details of the industries in which sole selling agency has been prohibited under Section 294AA of Companies Act; and

(b) the period up to which such prohibition has been made?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI A. A. RAHIM): (a) and (b). In pursuance of the provisions of sub-section (1) of Section 294AA of the Companies Act, 1956, Sole Selling Agency has been

prohibited in the following industries:—

Sl. No.	Name of the industry	Period upto which the Notification is presently valid
1.	Sugar	4-9-1985
2.	Vanaspati	4-9-1985
3.	Cement	17-9-1985
4.	Paper	17-9-1985

5. Every category of "bulk drug", "drug" and "formulations" as defined in the Drugs (Price Control) Order, 1979, not being:—

(i) any bona fide preparation included in the Ayurvedic (including Siddha) or Untani (Tibb) systems of medicine; or

(ii) any preparation included in the Homoeopathic system of medicine.

#### Employees Transferred by F.P.D.I.L. from Sindri to Baroda

1541. SHRI A. K. ROY: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) number of employees transferred to Baroda from Sindri in FPDIL till 1 January, 1982 with category-wise break up in details;

(b) whether many employees were shifted against their desire creating apprehension and resentment;

(c) details of the cost per month incurred to maintain a separate office at Baroda;

(d) whether Government are aware that the same work could be done from Sindri itself at lower cost, facts in details; and

(e) if so, reasons for incurring extra-expenditure?

**THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI DALBIR SINGH):** (a) The number of employees transferred from Sindri to Baroda by Fertilizer (Planning & Development) India Limited upto 1st January, 1982 is indicated below:

Officers holding Group 'A' posts	100
Officers holding Group 'B' posts	42
Officers holding Group 'C' posts	25
Total	167

(b) No, Sir.

(c) The average additional cost for maintaining a separate office at Baroda is Rs. 1.5 lakhs per month approximately.

(d) and (e) In order to perform its responsibilities in regard to Thal and Hazra Ferilizer Projects, the Fertilizer (Planning & Development) India Limited have set up an office at Baroda so that the work could be executed in time which would not have been possible from a distant place like sindri and would have necessitated extensive touring by the employees involving extra time and money.

#### **T.V. Reception Facilities to Cities**

1542. **SHRI K. MALLANNA:** Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether it is a fact that the Posts and Telegraphs Department has stated that it was prepared to provide TV reception facilities to a number of cities not having it now, if Doordarshan made a demand;

(b) if so, the details regarding the names of such cities which have not yet been provided such facilities and are in the list af the P&T Department at present?

**THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI YOGENDRA MAKWANA):** (a) No, Sir. Posts and Telegraphs Department do not provide T.V. reception facility. However, Microwave channels are provided for transmission of programme on receipt of firm demand from the department of Doordarshan.

(b) Does not arise.

#### **Rehabilitation of People displaced from Jharia and its Vicinity**

1543. **SHRI RAM VILAS PASWAN:** Will the Minister of ENERGY be pleased to state:

(a) whether it is a fact that according to a scheme to increase coal production more than 30,000 hectares is envisaged to be acquired covering almost the entire Jharia town and several urbanised settlements in the vicinity to be converted into mining area;

(b) if so, details thereof stating the manner in which Government propose to rehabilitate the affected population as a result thereof including the tribals and agriculturists; and

(c) the period likely to be taken to implement the scheme?

**THE MINISTER OF STATE IN THE DEPARTMENT OF COAL IN THE MINISTRY OF ENERGY (SHRI GARGI SHANKAR MISHRA):** (a) and (b). The total land required as per Jharia Coalfield Reconstruction Programme by 2000 AD is about 30,000 hectares. This land requirement is for mining blocks, both opencast and underground, ring road, railways, townships, power supply etc. The acquisition of land under the Law requires payment of compensation to those whose lands are acquired and there is no provision for rehabilitating them. However, Bharat Coking Coal Ltd., has been offering employment to some of those whose lands are acquired on the basis of certain norms.

(c) The implementation of the scheme has been already taken up in stages. Several projects which constitute an integral part of the scheme have been approved and taken up for implementation. Jharia Coalfield reorganisation is scheduled to be completed by 2000 A.D.

### Thein Dam

1544. SHRI R. L. BHATIA: Will the Minister of ENERGY be pleased to state:

(a) the progress made in the clearance of the Thein Dam Project so far;

(b) how far the delay has resulted in escalating the estimated cost of the project as originally conceived; and

(c) what would be the share of the participating States and Centre's contribution towards its financing?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) and (b). Haryana and Rajasthan have been claiming a share of power from this project. At a meeting of the concerned Chief Ministers on 3-10-1977, taken by the former Prime Minister, it was decided that Punjab could implement the project. The outstanding issues were to be examined separately. The project is estimated to cost Rs. 469 crores.

(c): Does not arise at present, as the Project is being executed by the Punjab Government.

### Memorandum to Director, Patna Radio Station

1545. SHRI K. A. RAJAN: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether a delegation consisting of AITUC and CITU representatives including Member of Parliament met the Director of Patna Radio Station on 23rd January, 1982; and submitted a Memorandum; and

(b) if so, the details thereof and the issues raised in the memorandum?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI VASANT SATHE): (a) No delegation called on the Station Director, AIR, Patna, on 23rd January, 1982. However, such a delegation did meet Station Director on January 21, 1982 and submit a memorandum.

(b) The memorandum had expressed itself against the coverage provided by AIR and by the Patna Station in particular, to the Bandh on 19-1-1982 and had *inter alia* stated that the coverage was partisan and not objective.

### Break-in-Service of Postal Employees Absent during Bangla Bandh

1546. SHRI K. A. RAJAN: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Government have imposed break-in-service on all posts and Telegraphs employees in West Bengal who remained absent from duty on 19th January, due to Bangla Bandh;

(b) Number of employees affected;

(c) whether Government have received requests to re-consider and to withdraw measures taken against these employees; and

(d) if so, the details?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI YOGENDRA MAKWANA): (a) to (d). Information is being collected and will be laid on the table of Lok Sabha.

### Setting up a Trunk Auto Exchange at Bhopal

1547. SHRI PRATAP BHANU SHARMA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Government have any proposal to set up a Trunk Auto Exchange at Bhopal in Madhya Pradesh;

(b) If so, the details thereof; and  
 (c) when this new TAX will start functioning?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI YOGENDRA MAKWANA):  
 (a) Yes, Sir.

(b) A 1000 lines digital electronic Trunk Auto Exchange has been planned for Bhopal.

(c) The new TAX is likely to be commissioned towards the end of the current Five Year Plan.

#### Faulty Performance of Telephone System

1548. SHRI PRATAP BHANU SHARMA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether it is a fact that exchanges in New Delhi starting with 37 and 38 digit (VIP lines) are overloaded and there are continuous complaints from subscribers, MPs and VIPs regarding very poor and faulty performance of the telephone system; and

(b) if so, what effective steps P&T Department are taking to rectify these faults?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI YOGENDRA MAKWANA):  
 (a) The '37' and '38' exchanges are working to their maximum capacity. The performance of these exchanges is satisfactory and is continuously being monitored. The number of complaints in these exchanges is lower than the average complaints rate of the Delhi Telephone system.

(b) To improve the performance further following steps are being taken:

(i) Gas pressurisation of junction, primary and secondary cable;

(ii) Providing protection to underground cable by way of half ducts wherever the depth of cable is less;  
 (iii) Inspection of telephone installation including subscriber offices;  
 (iv) Rehabilitation of the distribution points in the area;  
 (v) Changing of aluminium house wiring by copper house wiring;  
 (vi) Special testing of exchange equipments during night.

#### Transfer of P&T Employees....

1549. SHRI SATYASADHAN CHAKRABORTY: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the transferred P&T employees, who have been transferred *en masse* from one State to another, have raised any protest against their transfer orders;  
 (b) if so, the details of the said protest;  
 (c) Government's reaction to such protest;  
 (d) whether Government propose to reconsider the order;  
 (e) if so, in what way; and  
 (f) if not, the reason of the same?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI YOGENDRA MAKWANA):  
 (a) and (b). No Sir. There have been no *en masse* transfers from one State to another.

(c) to (f). Do not arise.

#### Super Thermal Power Station at Manur

1550. SHRI ANANIHA RAMULU MALLU: Will the Minister of ENERGY be pleased to state:

(a) whether the Government of Andhra Pradesh have approached the Union Government for their approval

to the setting up of a Super Thermal Power Station at Manur, Chadrachalam Road;

(b) whether it is a fact that sometime back also, it was under active consideration; and

(c) if so, the details regarding the action and progress thereon?

**THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN):** (a) to (c). Manguru near Bhadrachalam in Andhra Pradesh is one of the sites being investigated by the National Thermal Power Corporation with a view to determining the feasibility of setting up a super thermal power station there.

**Regularisation of Casual Labourers by P&T Department**

**1551. SHRI SOMJIBHAI DAMOR:** Will the Minister of COMMUNICATIONS be pleased to state:

(a) how many persons from Bihar and Uttar Pradesh have been absorbed as labourers in Posts and Telegraphs Department in Gujarat, (District-wise);

(b) whether the casual labourers from other States were necessary when the same class of labourers registered with Employment Exchange were available; and

(c) out of the said casual labourers, how many of them have been regularised and made permanent?

**THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI YOGENDRA MAKWANA):** (a) to (c). The required information is being collected and will be placed on the Table of the house.

**SC/ST Employees in Engineers India Ltd.**

**1552. SHRI SOMJIBHAI DAMOR:** Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) What is the total strength of employees in Group A,B,C, and D posts in Engineers India Ltd. as on the 28th February, 1982;

(b) the number of Scheduled Caste and Scheduled Tribe employees in each category, separately;

(c) the number of posts reserved for Scheduled Castes and Scheduled Tribes lying vacant in each category, separately, as on the 28th February, 1982; and

(d) what steps Government have taken or propose to take to fill up the posts meant for Scheduled Caste and Scheduled Tribe employees in each category?

**THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIVSHANKAR):** (a) and (b). The position in this regard as on 18th February 1982 is as under:

	Total Employees	SC	ST
Group A	1845	59	7
Group B	551	34	..
Group C	658	71	5
Group D (Excluding Sweepers)	92	17	3
	3146	181	15

(c) The number of posts reserved for SC/ST and lying vacant, including carry forward vacancies, group-wise as on 18th February 1982 is as

Group of posts	SC	SF
'A'	167	84
'B'	58	37
'C'	51	37
'D'	..	1

(d) Engineers India Limited are taking special steps to fill up the posts reserved for Scheduled Caste/Scheduled Tribe candidates. These include, inter-alia, providing financial assistance for a few undergraduate engineering Scheduled Caste/Scheduled Tribe candidates; associating Scheduled Caste/Scheduled Tribe representatives in the Selection Committees; forwarding details of requirements to the various agencies concerned with assisting in the recruitment of Scheduled Caste/Scheduled Tribe candidates in public sector undertakings.

#### Utilization and Expansion of F.P.D.I.L.

1553. SHRI A. K. ROY: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) strength of Fertilizers (Planning and Development) India Limited as on 1st January, 1982 and the Volume of work entrusted to both the Research and Design Sections;

(b) whether it is a fact that the potential of the F.P.D.I.L. expertise is not being properly utilised and there is an attempt to starve this organisation of work; and

(c) whether there is any scheme to expand any of the work of F.P.D.I.L. in the Sixth Five Year Plan; if so, facts in details?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI DALBIR SINGH): (a) The strength of Fertilizer (Planning and Development) India Ltd. (FPDIL), as on 1st January 1982 was 3272 personnel. 62 per cent of the available design engineering staff are engaged on jobs which will presently earn direct revenue for the company. The rest of the Design Engineering personnel are engaged on assignments which are preparatory for securing future jobs with potential earnings. On the Research and Development side, the work is partly sponsored by other organisations and partly initiated by FPDIL as fundamental research.

(b) No, Sir. FPDIL is currently engaged on several major fertilizer projects like the Thal Project, Namrup-III, the urea plants at Hazira, besides the methanol plant at Nangal. In addition, it has also secured a number of smaller assignments.

(c) FPDIL has acquired rights to use various proprietary technologies for engineering plants for producing various fertilizers and intermediates such as ammonia, urea, phosphoric acid, diammonium phosphate, etc. The Company is also proposing to diversify its activities into other fields like material handling, petro-chemicals etc. The quantum of work which FPDIL will be handling in the Sixth Five Year Plan will depend upon the orders on engineering assignments

which they would be able to secure in competition with other private and public sector engineering organisations in the specialised areas mentioned above.

**कुमाऊं और गढ़वाल में उपग्रह संचार प्रणाली सम्बन्धी सुविधाएं उपलब्ध कराना**

**1554. श्री हरिशचन्द्र सिंह रावत :** क्या संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) उन दूरस्थ पहाड़ी क्षेत्रों के नाम क्या हैं जिन्हें उपग्रह संचार प्रणाली से लाभान्वित किया जा रहा है;

(ख) क्या उत्तर प्रदेश में कुमाऊं और गढ़वाल के दूरस्थ पहाड़ी क्षेत्रों को इस योजना का लाभ पहुंचाने के लिए कोई योजना उनके मंत्रालय के विचाराधीन है; और

(ग) यदि नहीं, तो उसके क्या कारण हैं ?

**संचार मंत्रालय में राज्य मंत्री (श्री योगेन्द्र मकवाणा) :** (क) लेह एवं ऐजबाल में कार्य पूरा किया जा चुका है तथा स्टेशन वाणिज्यिक प्रयोग के लिए चालू कर दिए गये हैं जबकि अगरतला, कोहिमा, इम्फाल, ईटानगर, गंगटोक तथा श्रीनगर में यह कार्य अभी प्रगति पर है।

(ख) उपग्रह संचार हेतु चमोली उत्तरकाशी एवं श्रीनगर (गढ़वाल में भू-स्टेशन स्थापित करने का प्रस्ताव विभाग के विचाराधीन है।

(ग) प्र० नहीं उठता।

**उत्तर प्रदेश को केन्द्रीय क्षेत्र से बिजली की सप्लाई**

**1555. श्री हरिशचन्द्र सिंह रावत :** क्या ऊर्जा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उनके मंत्रालय के समक्ष कोई ऐसा प्रस्ताव है कि उत्तर प्रदेश को केन्द्रीय क्षेत्र के अन्तर्गत उत्तर प्रदेश में स्थित सभी विद्युत् अधिष्ठापनाओं से बिजली दी जाए;

(ख) यदि हां, तो उत्तर प्रदेश को कितने मैगावाट बिजली सप्लाई की जाएगी; और

(ग) यदि नहीं, तो उसके क्या कारण हैं ?

**ऊर्जा मंत्रालय में राज्य मंत्री (श्री विक्रम महाजन) :** (क) से (ग) राष्ट्रीय ताप विद्युत् निगम के—सिंगरौली सुपर ताप विद्युत् केन्द्र की 2000 मेगावाट की चरम क्षमता से विद्युत् का आवंटन निभानुसार है :—

**मेगावाट**

दिल्ली	.	.	150
यू० पी०	.	.	850
हरियाणा	.	.	200
पंजाब	.	.	200
राजस्थान			300

अल्पकालिक आधार पर,  
अलग-अलग राज्यों की  
आवश्यकता को पूरा करने  
के लिए केन्द्र के पास रही  
अनावंटित क्षमता

जोड़	.	2,000
		मेगावाट

छठी पंचवर्षीय योजना में नये टेलीफोन कनैक्शन देना

1556. श्री हरीश चन्द्र सिंह रावत : क्या संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) छठी पंचवर्षीय योजना में मंत्रालय द्वारा कितने नए टेलीफोन कनैक्शन दिए जाने तथा कितने टेलीफोन एक्सचेज स्थापित किए जाने का प्रस्ताव है;

(ख) क्या ग्रामीण तथा दूरस्थ पहाड़ी क्षेत्रों में वहां के लोगों की आकांक्षा के अनुसार टेलीफोन एक्सचेजों तथा सार्वजनिक टेलीफोन घर स्थापित करने के लिए विभागीय मानदण्ड निर्धारित करने का निर्णय किया गया है; और

(ग) यदि हां, तो इस सम्बन्ध में निर्धारित किया गया अधुनात्मक मानदण्ड क्या है ?

संचार मंत्रालय में राज्य मंत्री (श्री योगेन्द्र मकवाणा) : (क) छठी पंचवर्षीय योजना हेतु प्रस्ताव निम्नलिखित हैं :—

नए टेलीफोन कनैक्शन—13.30 लाख

नए टेलीफोन एक्सचेज—3500

(ख) और (ग) जी हां। ग्रामीण क्षेत्रों में टेलीफोन एक्सचेज खोलने हेतु नीति को उदार बनाया गया है जैसा कि क्रमशः विवरण—I और विवरण—II में दिया गया है।

विवरण—I

ग्रामीण क्षेत्र में नए टेलीफोन एक्सचेज खोलने के संबंध में नीति

डाक-तार विभाग के सामान्य नियमों के अन्तर्गत, टेलीफोन एक्सचेजों को खोलने हेतु परियोजनाएं केवल परियोजना के

वित्तीय मूल्य निर्धारण को कार्यान्वित करने के पश्चात् ही स्वीकार की जाती हैं और यह सुनिश्चित किया जाता है कि वार्षिक आवर्ती व्यय अनुमानित वार्षिक राजस्व से अधिक न हो। हालांकि उपस्कर भण्डार और श्रम की बढ़ती हुई लागत के कारण यह पाया गया है कि ग्रामीण क्षेत्रों में छोटे एक्सचेजों हेतु अत्याधिक संख्या में योजनाएं केवल प्रारंभिक अवस्था में ही नहीं अपितु पूर्णतया सञ्जित क्षमता के पश्चात् भी अलाभकारी सिद्ध हुई हैं। ग्रामीण क्षेत्रों में टेलीफोन सेवाओं को बढ़ाने की अनुमति देने के लिए 100 लाइनों तक की क्षमता के टेलीफोन एक्सचेजों को खोलने/विस्तार करने के लिए निम्नलिखित उदारीकृत नीति 1-4-1980 से अपनाई गई है :—

(i) प्रत्येक पृथक-पृथक परियोजना पर, यह दबाव ड़ ले बिना कि वह लाभप्रद हो, ग्रामीण क्षेत्रों में 100 लाइनों की क्षमता तक के छोटे स्वचल एक्सचेज खोले जा सकते हैं और उनका विस्तार किया जा सकता है ऐसे एक्सचेजों को खोलने और उनका विस्तार निजी तथा सार्वजनिक (सेवा कनैक्शनों के अतिरिक्त) टेलीफोन कनैक्शनों हेतु मांग द्वारा नियंत्रित किया जाएगा।

(ii) 10 लाइनों का एक एक्सचेज खोला जा सकता है बशर्ते कि केन्द्रीय ग्राम की 5 कि० मी० की अरीय दूरी के भीतर एक ग्राम अथवा ग्राम-समूह में ऐसे कनैक्शनों हेतु कम से कम 5(पांच) टेलीफोनों की मांग हो परन्तु अनुमानित राजस्व अनुमानित वार्षिक आवर्ती व्यय का कम से कम 35 प्रतिशत होना चाहिए।

फिलहाल इस समय यह लागू नहीं है क्योंकि 10 लाइनों के छोटे स्वचल एक्सचेंज को अभी विकसित किया जा रहा है, इसको कृपया नीचे पैरा (v) के सन्दर्भ में भी देखा जाय ।

#### 10. सभी अन्य स्थान :

##### सार्वजनिक टेलीफोन घर खोलने हेतु शर्तें :-

वित्तीय व्यवहरणता के आधार पर या घाटे के मामलों में किराये और गारंटी के आधार पर

टिप्पणी : 1. (क) केवल आदिवासी मामलों में किसी केन्द्रीय ग्राम से 10 किलोमीटर के अराय दूरी के ग्राम समूहों को ठोड़कर जनसंख्या संबंधी आंकड़ों पर विचार करते समय केवल अकेले नगर या ग्राम की जनसंख्या पर ही विचार करना चाहिए न कि नगरों या ग्रामों के समूहों की जनसंख्या पर। दो सार्वजनिक टेलीफोन घर उदारीकृत शर्तों के अधीन जिन में से एक दूसरे से 10 कि० मी० की दूरी के भीतर सार्वजनिक टेलीफोन घर नहीं खोला जा सकता ।

(ख) सार्वजनिक टेलीफोन घर खोलने हेतु केन्द्रीय ग्राम का पता लगाते समय निम्न प्रकार वरीयता दी जानी चाहिए :—

- (i) जनजातीय, ब्लाक मुख्यालय ।
- (ii) वे स्थान जहां बड़े आकार के बहुउद्देश्यीय सहकारी समितियां हैं; तथा
- (iii) स्थानीय जनजातीय विकास विभाग द्वारा ग्रामीण उद्योगों के विकास हेतु अथवा गहन कृषि विकास द्वारा सिचाई परियोजनाओं के केन्द्र हेतु नि यत किए स्थानों पर ।

#### विवरण—II

हानि के आधार पर सार्वजनिक टेलीफोन घर खोलने की नीति

स्थानों की श्रेणियां :

1. जिला मुख्यालय
2. उप मंडीलीय मुख्यालय
3. तहसील मुख्यालय
4. उप तहसील मुख्यालय
5. ब्लाक मुख्यालय
6. ऐसे स्थान जिन की जनसंख्या साधारण क्षेत्रों में 5000 या अधिक तथा पिछड़े एवं पर्वतीय क्षेत्रों में 2500 या अधिक हो ।

##### सार्वजनिक टेलीफोन घर खोलने हेतु शर्तें :

हानि की चिन्ता किए बिना तथा राजस्व की शर्त के बिना सार्वजनिक टेलीफोन घर खोले जाएंगे ।

7. वे स्थान जहां पर ऐसे पुलिस स्टेशन स्थित हों जिन का इंचार्ज उप निरीक्षक या इस से ऊपर के पद का पुलिस अधिकारी हो ।

##### सार्वजनिक टेलीफोन घर खोलने हेतु शर्तें :-

साधारण इलाकों में वार्षिक आवर्ती व्यय का प्रत्याशित राजस्व 25 प्रतिशत तथा पिछड़े क्षेत्रों में 15 प्रतिशत और पर्वतीय क्षेत्रों में 10 प्रतिशत होना चाहिए ।

#### 8. ग्राम रास्ते से दूर के स्थान :-

(क) मौजदा सार्वजनिक टेलीफोन से 40 किलोमीटर से बाहर (अरीय दूरी) होनी चाहिए ।

(ख) साधारण इलाकों में वार्षिक आवर्ती प्रत्याशित राजस्व 25 प्रतिशत पिछड़े क्षेत्रों में 15 प्रतिशत तथा पर्वतीय क्षेत्रों में 10 प्रतिशत होना चाहिए ।

9. पर्यटन/तीर्थ/केन्द्र/कृषि/सिचाई/विद्युत्  
परियोजना स्थल/नगर  
सार्वजनिक टेलीफोन घर खोलने हेतु शर्तें :—

(क) साधारण इलाकों में वार्षिक आवर्ती व्यय का प्रत्याशित राजस्व 25 प्रतिशत, पिछड़े क्षेत्रों में 15 प्रतिशत तथा पर्वतीय क्षेत्रों में 10 प्रतिशत होना चाहिए।

(iii) 10 लाइनों के एक्सचेंज को बदला जा सकता है अब 25 लाइनों का एक नया एक्सचेंज स्थापित किया जा सकता है यदि केन्द्रीय ग्राम की 5 कि. मी. की अरीय दूरी के भीतर एक ग्राम में अपवाह ग्राम-समूह में ऐसे 10 कनैक्षणों हेतु मांग हो बशर्ते कि अनुमानित राजस्व अनुमानित वार्षिक राजस्व व्यय का कम से कम 40 प्रतिशत हो।

(iv) 25 लाइनों का एक्सचेंज 50 लाइनों के एक्सचेंज में बदला जा सकता है जब मांग 23 तक पहुंच जाए और 50 लाइनों के एक्सचेंज का 100 लाइनों तक विस्तार किया जा सकता है जब मांग 46 तक पहुंच जाए बशर्ते कि अनुमानित राजस्व अनुमानित वार्षिक आवर्ती व्यय का क्रमशः 60 और 70 प्रतिशत हो।

(v) सामान्य रूप में नए स्टेशन में छोटे स्वचल एक्सचेंज की प्रारंभिक क्षमता 10 लाइनों से अधिक नहीं होनी चाहिए। फिर भी इस तथ्य को मद्देनजर रखते हुए कि 10 लाइनों के

इलेक्ट्रोनिक्स एस ए एक्स का विकास कार्य अभी चल रहा है तथा इस तारीख तक उपलब्ध सब से छोटा एक्सचेंज 25 लाइनों की नाम मात्र की क्षमता है। 25 लाइनों के एक्सचेंज को तब तक खोलने में कोई आपत्ति नहीं है जब तक कि 10 लाइनों का एक्सचेंज असानी से उपलब्ध नहीं होता, बशर्ते कि कम से कम 10 नियमित निजी और सार्वजनिक कनैक्षणों (सेवा कनैक्षणों के अतिरिक्त) की मांग हो।

उपरोक्त उदारीकृत नीति स्वचल एक्सचेंजों को खोलने/विस्तार करने हेतु लागू है।

2. छोटे हस्तचल एक्सचेंजों को खोलने के लिए कम से कम 5 अपरेटरों को नियुक्त करना पड़ेगा जो कि सप्ताह भर दिन रात सेवा प्रदान करेंगे। क्योंकि ऐसे छोटे हस्तचल एक्सचेंजों को खोलने में काफी घाटा होता है अतः सामान्यतः 100 लाइनों से कम के हस्तचल एक्सचेंजों को खोलने पर विचार नहीं किया जाता।

3. इस समय दूर संचार सर्किलों के अध्यक्ष 25 लाइनों के उन छोटे स्वचल एक्सचेंजों को खोलने की योजनाओं को मंजूरी दे रहे हैं जहां कम से कम 10 प्रत्याशित उपभोक्ताओं ने 100 रुपये की निर्धारित अग्रिम जमा के साथ अपनी मांग पंजीकृत करा ली गई हो। इस उद्देश्य हेतु प्रत्याशित उपभोक्ता क्षेत्र के उप मंडल अधिकारी फोन्स/तार से सम्पर्क करें।

4. एसे एक्सचेंजों के खोलने में किराये पर उचित भवन और एक्सचेंज उपस्कर, पावर संयंत्र, बैटरी, केबल, लाइन सामग्री आदि को प्राप्त करना सम्मिलित है। अतः एक बार योजना को मंजूरी दे देने के पश्चात एक्सचेंज को चालू करने में लगभग 24 महीने लग जाते हैं।

**ग्रामीण विद्युतीकरण के लिए उत्तर प्रदेश राज्य बिजली बोर्ड की आवंटित निधियों का उपयोग करना**

1557. श्री हरीश चन्द्र सिंह रावत : या ऊर्जा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उत्तर प्रदेश राज्य बिजली बोर्ड को विद्युतीकरण के लिये ग्रामीण विद्युतीकरण योजना के अन्तर्गत दी गई पूरी धनराशि का उपयुक्त ढंग से उपयोग किया गया है ; और

(ख) यदि हां, तो इस योजना के अन्त तक उत्तर प्रदेश में कितने प्रतिशत ग्रामीण क्षेत्र को बिजली दी जाएगी ?

ऊर्जा मंत्रालय में राज्य मंत्री (श्री विश्वम महाजन) : (क) उपलब्ध रिपोर्टों के अनुसार, मार्च, 1981 के अन्त तक 58 करोड़ रुपये का व्यय हुआ है और उत्तर प्रदेश राज्य बिजली बोर्ड के खाते में ये दर्ज हुये हैं। इसकी तुलना में ग्राम विद्युतीकरण निगम ने उस दिन तक उत्तर प्रदेश राज्य बिजली बोर्ड को कुल 103.31 करोड़ रुपये वितरित किये हैं। 45 करोड़ की शेष राशि में 12 करोड़ रुपये की वह राशि शामिल है जो मार्च, 1981 में वितरित की गई थी और भंडार में पड़ी हुई निर्माण सामग्री की लागत शामिल है जिसका इस्तेमाल निर्माण कार्यों में किया जाएगा। सम्पन्न हुये निर्माण कार्यों के पूरा होने की रिपोर्ट जब राज्य बिजली बोर्ड द्वारा तैयार कर ली जायेगी तब 31 मार्च, 1981 तक हुया वास्तविक व्यय ऊपर बताये गये खर्च से अधिक होने की संभावना है।

ग्राम विद्युतीकरण निगम निर्माणाधीन ग्राम विद्युतीकरण स्कीमों के क्रियान्वयन की मानीटरिंग नियमित रूप से करता रहा है ताकि उपलब्ध कराई गई वित्तीय सहायताओं का उपयोग सुनिश्चित किया जा सके।

(ख) उत्तर प्रदेश में, 1,12,561 गांव हैं जिन में से 38,577 गांवों को छठी पंचवर्षीय योजना के आरम्भ में विद्युतीकृत कर दिया गया था। यह संख्या 38 प्रतिशत ग्रामों के विद्युतीकरण को दर्शाती है। छठी योजना अवधि (1980-85) के दौरान, उत्तर प्रदेश में लगभग 33000 और गांवों को विद्युतीकृत करने का कार्यक्रम है, जिस में ग्राम विद्युतीकरण निगम की स्कीमों के अन्तर्गत विद्युतीकृत किए जाने वाले 18000 गांव शामिल हैं। आशा की जाती है कि छठी पंच वर्षीय योजना के अंत तक उत्तर प्रदेश में ग्राम विद्युतीकरण की प्रतिशतता लगभग 63 प्रतिशत हो जाएगी।

**Re-instatement of Orissa T.V. Centre Employees**

1558. SHRI LAKSHMAN MALLICK: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the number of employees working on different posts in the T.V. Centres of Orissa whose services were terminated during the last three years;

(b) the reasons for the termination of their services;

(c) whether the proposals for their re-instatement are under the consideration of Government; and

(d) if so, the expected time of taking a decision in the matter?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI VASANT SATHE): (a) Nil.

(b) to (d). Does not arise.

**Progress made in setting up Super Thermal Power Plants**

1559. SHRI MADHAVRAO SCINDIA: Will the Minister of ENERGY be pleased to state:

(a) what progress has so far been made in setting up Super Thermal Power Plants in the country; and

(b) whether any new projects for setting up of such plants are under consideration, if so, the details thereof, indicating their estimated cost, capacity and sites?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) The National Thermal Power Corporation is setting up Super Thermal Power Stations at Singrauli in UP (2000 MW), Korba in MP (2100 MW), Ramagundam in Andhra Pradesh (2100 MW) and Farakka in West Bengal (planned for 2100 MW with 600 MW presently under execution). All efforts are being made to ensure the timely completion of these super thermal stations. Unit No. 1 of 200 MW of Singrauli Super Thermal Power Station has already been synchronised on schedule in February 1982.

(b) The Indo-Soviet Technical Cooperation Agreement of December, 1980 provides for Soviet assistance for setting up of a Super Thermal Power Station at Waidhan in MP. The Feasibility Report envisages the installation of 1260 MW comprising the  $0 \times 210$  MW units and associated transmission lines at an estimated cost of Rs. 1110.42 crores. Out of which Soviet credit is likely to be around 300 crores.

**Applications pending before MRTP Commission**

1560. SHRI R. PRABHU: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) total number of notices/application received under Sections 21, 22 and 23 of the MRTP Act during the year 1980;

(b) number of notices/applications under the above sections disposed of during the year 1980;

(c) reasons for disposing of less number of applications/notices than those received;

(d) steps proposed to be taken to expedite disposing of applications/notices in future; and

(e) number of applications/notices under these sections pending as on date?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI A. A. RAHIM): (a) 184 notices/applications were received by the Central Government under Sections 21, 22 and 23 of the M.R.T.P. Act, during the year 1980.

(b) 102 Notices/applications under the provisions referred to in part (a) of the question were disposed of by the Central Government during the year 1980.

(c) and (d). M.R.T.P. Act being an economic legislation with far reaching implications, the proposals have to be examined in depth from the various connected angles in consultation with other concerned Government Departments. All proposals which were found to be ripe for disposal after following the complete procedural drill were decided during the year 1980. Every effort is being made and will continue to be made to dispose of the cases within the quickest possible time.

(e) 247 applications/notice under the provisions referred to in part (a) of the question were pending with the Central Government as on 24th February, 1982.

**Better telephone service to subscribers in Delhi**

1561. SHRI K. MALLANNA:

SHRI CHINTAMANI JENA:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Government have recently taken steps in the Delhi Telephone system to provide better services to subscribers;

(b) if so, the details thereof; and

(c) whether Government propose to set up an in house computer centre for the proper maintenance of commercial records, cable records, billing information, directory information, inventory control and pay bill preparation also?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI YOGENDRA MAKWANA): (a) Yes, Sir.

(b) A number of steps have been initiated to provide better service to the telephone subscribers in Delhi Telephones. A Task Force has been set up in Delhi to implement measures for upgrading the external plant network on a time bound programme. The following works have been taken up by the Task Force:

(i) Gas pressurisation of junction primary and secondary cables;

(ii) rehabilitation of distribution points;

(iii) "Block wirings" of multi-storeyed buildings;

(iv) re-arranging, jumpers in cabinets and pillars;

(v) construction of cable ducts.

Apart from the above works undertaken by the Task Force the following steps have also been taken to improve the working:

(i) Providing protection to underground cables by way of half ducts

wherever the depth of cables is less;

(ii) Flash pressure testing of all cables joints made and flooding of cable trenches before they are closed to test for proper workmanship;

(iii) Stepping up the inspection of telephones installation including subscriber's premises;

(iv) Special testing of the exchange equipment during night;

(v) creation of fully trained reserve pool of operators to combat absenteeism;

(vi) Introduction of modern technology in shape of installation of electronic local, TAX and telex exchanges in the near future;

(vii) Setting up of Customer Service Centres for guiding the telephone subscribers;

(viii) Installation of in-house computer for billing, cable records, commercial records, on-line directory information.

(c) Yes, Sir. The Government has approved the installation of in-house Computer Systems for the improvement of local Telephone Systems at the four Metropolitan Telephone Districts of Bombay, Delhi, Calcutta and Madras in the following areas of application:

(i) Telephone Billing and Credit Control;

(ii) Compilation and printing of Telephone Directory;

(iii) Cable and Commercial Records;

(iv) Inventory Control.

There is no proposal to computerise the work relating to the preparation of Pay Bill.

### Import of Crude Oil

1562. SHRI NAVIN RAVANI:

SHRI MOHANLAL PATEL:

Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) the quantity of crude oil imported during the years 1979, 1980 1981; and

(b) what is our annual requirement of crude oil; and

(c) what are the measures being taken to produce more oil in the country so that we may become self-sufficient in oil and save our foreign exchange?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) The quantity of crude oil imported during the year 1979, 1980 and 1981 is given below:—

Year	Crude oil imports (Actual Receipts) Qty. (Million Tonnes)
1979 . . . . .	15.38
1980 . . . . .	15.98
1981* . . . . .	15.55

\*Provisional.

(b) The requirement of crude oil varies from year to year depending on available refining capacity as well as the demand for petroleum products. As per present estimates the

total requirement of crude oil for refining in the country in 1982 would be nearly 35.5 million tonnes.

(c) Apart from taking steps to conserve consumption of petroleum products, several measures have been taken for augmenting indigenous crude oil production like acceleration of indigenous crude oil production programmes, repairs to the existing sick wells, implementation of a number of enhanced recovery techniques. While these would reduce the overall need to import crude oil, achievement of self-sufficiency in this regard would be dependent upon the rate of increase in the demand for petroleum products as well as the levels of production of indigenous crude oil actually achieved from already discovered fields and from new fields that may be discovered in future.

### Regularisation of excess capacity of drug firms

1563. DR. VASANT KUMAR PANDIT: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) The Licensed installed industrial capacity of all pharma-drugs as on 1-4-80 figure for Indian firms and Multinational firms separately:

(b) whether Government are aware that several firms are involved in excess production beyond the licensed capacity, if so, the names of these firms and the excess capacity each is utilising;

(d) whether Government have announced in October 1981 that under the New Drug Policy it will regularise all the excess capacity of Drug Pharma Firms;

(d) if so, how many drug firms have applied within the time-limit stipulated in the notification, the list of such firms and the excess capacity of each; and

(e) in how many of such applications Government have taken a decision and the excess capacity regularised in each?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI DALBIR SINGH): (a) Over two hundred bulk drugs and thousands of formulations are produced by the Drugs and Pharmaceutical units in the organised sector. In quite a large number of industrial approvals, the capacities have either not been specified or specified in a composite fashion. The time and efforts involved in collecting and compiling the item-wise licensed/installed capacities is not considered to be commensurate with the results likely to be achieved.

(b) to (d). Government are aware that several firms produce drugs and pharmaceuticals in excess of licensed capacities. The phenomenon of excess production is not confined to the Drugs and Pharmaceuticals Industry only. Keeping in view the national interest Government have decided to regularise/recognise excess/installed capacities in selected industries including the Drugs and Pharmaceutical industry as on 4-9-1980 subject to the parameters contained in the Press Notes dated 29-8-1980 and 17-10-1981. 62 Companies belonging to the organised sector of the Drugs and Pharmaceutical Industry have applied under the Press Note dated 29-8-1980. A list of these companies is enclosed. The extent of excess capacity regularised would be known only after final decisions are taken on all these applications.

(e) In the case of one company, M/s. Associated Capsules Ltd., Government have taken a final decision to recognise the claimed excess capacity for the manufacture of Empty Hard Gelatine Capsules at a level of 1400 million nos. per annum and the necessary endorsement on their in-

dustrial licence is under reference to the Department of Industrial Development for authentication/despatch. It has been decided to reject the claims for excess installed capacities in the case of 8 applications.

### Statement

#### List of Companies which have applied under 1980 Policy

##### Indian Sector

1. Albert David Limited.
2. Associated Capsules Private Limited.
3. Alembic Chemical Works Private Limited.
4. Anglo French Drug Company (Eastern) Limited.
5. Boehringer Knoll Limited.
6. Bengal Chemical & Pharmaceutical Works Limited.
7. Biological Evans Limited.
8. Cadila Laboratories Limited.
9. Chemicals Industrial & Pharmaceutical Laboratories Ltd.
10. Duphar Interfran Limited.
11. Dey's Medical Stores (Mfg.) Private Limited.
12. Dabur (Dr. S. K. Burman) Private Limited.
13. East India Pharmaceutical Works Limited.
14. Fairdeal Corporation Private Limited.
15. German Remedies Limited.
16. Geoffery Manners & Company Limited.
17. Hamdard (Wakf) Laboratories (I)
18. Indo-Pharma Pharmaceutical Works Private Limited.
19. I.D.L. (M.I.T.) Labs. Limited;
20. J L. Morison, Son & Jones India Limited.
21. Nicolas Laboratories.
22. Orient Pharma Private Limited.
23. Pharmaceutical Caps. Laba.

24. Raptakos Brett & Company Private Limited.  
 25. Ranbaxy Lab. Limited.  
 26. Reokitt & Colman of India Limited.  
 27. Searle India Limited.  
 28. Themis Pharmaceutical.  
 29. Thmeis Chemicals Limied.  
 M.R.T.P  
 30. Sarabhai M Chemicals.  
 31. Cibatul Ltd.  
 32. Russal Pharmaceuticals Limited.  
 33. Chowgule & Co. (Hind) Private Limited.  
 34. Rallis India Limited.  
 35. Atul Products Limited.  
 36. Sarabhai Chemicals  
 37. Surhid Geigy Limited.  
 38. Standard Pharmaceutical Limited  
 39. Synbiotics Limited.  
 F.E.R.A.  
 40. E. Merck (I) Limited.  
  
 41. Wyeth Labs. Limited.  
 42. Uni-Sankyo Limited.  
 43. Boots Co. (I) Limited.  
 44. Smith Kline & French (I) Limited.  
 45. Merck Sharp & Dhome of India Limited.  
 46. Abbott Lab. (I) Limited.  
 47. May & Baker Limited.  
 48. Roohe Products Limited.  
 49. Parke Davis (I) Limited.  
 50. Richardson Hindustan Limited.  
 51. Warner Hindustan Limited.  
 52. Burroughs Wellcome & Co. (I) Limited.  
 53. Johnson & Johnson of India Limited.  
 54. Organon India Limited.  
 M.R.T.P./F.E.R.A;  
 55. Pfizer Limited.  
 56. Cynamid (I) Limited.

57. Roechst Pharmaceutical Limited.  
 58. Alkali & Chemicals Corporation of India Ltd.  
 59. Bayer (I) Limited.  
 60. Ciba Geigy of India Limited.  
 61. Glaxo Lab. (I) Limited.  
 62. Sandoz (I) Limited.

Setting up of Nitrogen based fertilizer plant in M.P.

1564. DR. VASANT KUMAR PANDIT: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether a new nitrogenous-based Fertilizer Plant will be set up in Madhya Pradesh during the next two years;

(b) if so, whether sites have been examined for setting up the plant and the final location decision taken;

(c) whether Government propose considering to set up the Plant in a backward or under-developed District of Madhya Pradesh; and

(d) the details about the total investment, installed capacity of production. The schedule of Industrial set up foreign collaboration, if any, and the target of its functioning?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) to (c). It is proposed to start work on six gas-based nitrogenous fertilizer plants during the Sixth Five Year Plan. One of these plants will be set up in Madhya Pradesh. The Site Selection Committee appointed by the Government to recommend optimum locations of these plants has recently submitted its report to the Government. A decision on the exact location of the fertilizer plant to be set up in Madhya Pradesh is expected to be taken soon after the Government have completed the appraisal of the report.

(d) Details such as the investment, capacity, mode of financing, schedule of implementation, etc. can be finalised only after the exact location of the plant has been decided by the Government.

**Waidhan super thermal power project and assistance from Soviet Union**

1565. DR. VASANT KUMAR PANDIT: Will the Minister of ENERGY be pleased to state:

(a) whether the prestigious Waidhan Super-Thermal Power Project in M.P. State will be delayed due to hitches in the planned investment schedule;

(b) whether Indo-Soviet protocol on the project indicated 540 million rouble credit assistance for Waidhan;

(c) whether the Soviet authorities have intimated to the Indian Government that only 300 million rouble credit assistance will be given by way of turbo-generation sets and boilers and no assistance for any other plants and equipment will be given;

(d) if so, what is the total investment planned for this project the Indo-Soviet assistance component, the Public Investment Board's participation and finance from Planning Commission; and

(e) what steps have been taken to avoid further delay due to financial limitations in commissioning the first Unit of 200 MW in 1985-86?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) to (e). The Indo-Soviet Technical Cooperation Agreement of December, 1980 provides *inter-alia* for a credit of 520 million roubles for the financing of Soviet assistance for the projects identified in the agreement. These include the setting up of a Super Thermal Power Station based on the Nighai Block of mines of the Singrauli region. According to the Feasibility

Report prepared by the National Thermal Power Corporation for the setting up of the Vindhya Super Thermal Power Station at Waidhan in Sidhi district of Madhya Pradesh. Stage-I of the Project comprising of 1260 MW (6x210 MW) and associated transmission Lines would cost Rs. 1170.42 crores. The Soviet Union have indicated the availability of credit upto 400 million roubles (300 crores) under the Indo-Soviet Technical Co-operation of December, 1980 for financing the scope of Soviet supplies for the project. The feasibility report has been granted techno-economic clearance by the Central Electricity Authority and is being processed for an investment decision by Government.

**Export of Regional Language feature Films**

1566. DR. VASANT KUMAR PANDIT: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether feature films in regional languages produced by (i) the Indian Film Industry (ii) through Government help or media have been exported to other countries;

(b) what is the total number of exported films in each language of what value and to which countries during 1979-80 and 1980-81;

(c) of the above, how many were produced by Government media for financial help for Films Division etc.; and

(d) what steps are being taken to enlist more response and support from foreign countries for Indian Films in regional languages?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI VASANT SATHE): (a) Yes, Sir.

(b) A statement is placed on the Table of the House.

(c) Of the above, 9 films during 1979-80 and 9 films during 1980-81 were produced with financial assistance from the National Film Development Corporation Ltd. Bombay. Films Division does not finance production of feature films.

(d) The NFDC *inter-alia* promotes export of Indian films in regional

languages through participation in film markets at major international Film Festivals sponsoring entry of Indian films in the Competitive and other Sections of International Film Festivals. inviting buyers to India and by sending publicity material abroad etc.

#### Statement

The total number of feature films in each language exported during 1979-80 and 1980-81 on the basis of shipping bills passed by the National Film Development Corporation as a canalising agency

(Rs in Lakhs)

Language	1979-80 No. of Films	Value	1980-81 No. of Films	Value
Malayalam	128	61.18	112	81.26
Tamil	200	90.29	256	141.98
Gujarati	38	13.35	11	4.97
Punjabi	16	6.71	11	5.07
Bengali	4	1.40	24	3.49
Telugu	9	1.17	22	5.09
Kannada	6	1.48	3	3.11
Marathi	..	..	1	0.09
Bhojpuri	..	..	1	0.26
Hindi	1338	1039.06	1288	1262.11
	1739	1214.64	1729	1507.43

विद्युत उत्पादन में वृद्धि करने के लिए जर्मनी से सहयोग

1567. श्री राम प्यारे पनिका : क्या ऊर्जा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार विद्युत उत्पादन में वृद्धि करने के लिए जर्मनी से सहयोग प्राप्त करने पर बल दे रही है;

(ख) यदि हाँ, तो क्या जर्मनी के सहयोग से नए विद्युत केन्द्रों की स्थापना

करने तथा वर्तमान उत्पादन क्षमता में वृद्धि करने के लिए कोई प्रयास किए जा रहे हैं;

(ग) यदि हाँ, तो तत्संबंधी व्यौरा क्या है; यदि नहीं, तो उस के कारण क्या हैं;

(घ) क्या जर्मनी द्वारा दिए गए सहयोग का पूरा लाभ नहीं उठाया गया है; और

(ङ) यदि हाँ, तो उस के क्या कारण हैं ?

ऊर्जा मंत्रालय में राज्य मंत्री (श्री विक्रम महाजन) : (क) से (ड). इस देश में विद्युत् स्कीमों के क्रियान्वयन के लिए फैडरल रिपब्लिक आफ जर्मनी पहले से ही नीचे दिखाए गए अनुसार सहायता प्रदान कर रहा है :—

क्र० परियोजना का नाम	सहायता की राशि
1. नेवेली दूसरा विद्युत् केन्द्र ( 630 मेगावाट)	डी. एम. 176 मिलियन (इस में खनन कार्य शामिल है।)
2. ट्राम्बे ताप विद्युत् केन्द्र ( 500 मेगावाट)	डी. एम. 85 मिलियन

फैडरल रिपब्लिक आफ जर्मनी के प्राधिकारियों ने निम्नलिखित मामलों में भी वचन दिए हैं परन्तु विशिष्ट समझौतों पर अभी हस्ताक्षर किए जाने हैं :—

- सिंगरौली सुपर ताप विद्युत केन्द्र ( 500-500 मेगावाट के दो ट्रॉबो जेनरेटिंग सेट)
- कोरबा सुपर ताप विद्युत केन्द्र ( 500 मेगावाट का एक ट्रॉबो जेनरेटिंग सेट)

500-500 मेगावाट के पांच ट्रॉबो जेनरेटिंग सेटों के समावेशन के लिए भी फैडरल रिपब्लिक आफ जर्मनी के प्राधिकारियों से अनुरोध किया गया है (तीन रामागुण्डम सुपर ताप विद्युत केन्द्र के लिए तथा दो कोरबा सुपर ताप विद्युत केन्द्र के लिए) इन के बारे में अभी तक कोई वचन नहीं दिया गया है।

कार्मिकों को प्रशिक्षण दे कर तथा विशेषज्ञों की सेवाएं दे कर भी फैडरल

रिपब्लिक श्री जर्मनी ने विद्युत विकास कार्यक्रम में तकनीकी सहायता प्रदान की है।

### Proposal for Creation of New Postal Divisions

1568. PROF. NARAIN CHAND PRA-SHAR: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether all proposals for the creation of New Postal Divisions have been kept pending on account of the review of the Standards for upgradation of B.P.Os. to E.D.S.Os. on installation of P.C.O. facilities; and

(b) the composition of the Committee for undertaking the review and the date by which the Committee has been asked to submit its report?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI YOGENDRA MAKWANA): (a) Yes, Sir.

(b) The Study Group is composed of five officers of the rank of Deputy Directors General or equivalent in the P&T Board. The Study Group was constituted in May, 1981. So far it has submitted some interim recommendations. It is expected to submit its final report shortly.

### Telephone Link between Ghumarwin and Bilaspur

1569. PROF. NARAIN CHAND PRA-SHAR: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the P.T.C.C. has cleared the installation of a telephone link between Ghumarwin and Bilaspur in Himachal Pradesh, which was disrupted earlier on account of power parallelism,

(b) if so, the date on which the project was cleared, and

(c) if not, the likely date by which the project would be cleared alongwith date when the project was first referred to the Committee?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHR YOGENDRA MAKWANA): (a) No, Sir.

(b) Does not arise.

(c) The Project was referred to D.E.T., Power Telecom. Coordination Committee on 17-11-1981 and the same is under scrutiny by the P.T.C.C. (Power Telecom Coordination Committee) Recommendation of the P.T.C.C. is expected shortly.

#### Suggestion for Tour by Officers on Horseback to save Petrol

570. SHRI CHINTAMANI JENA: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether there is any proposal under the consideration of Government to mount its field officers on horse back to save petrol;

(b) whether some States have encouraged their officers (Police, Revenue, Development and Forest Departments) to conduct their tours on horse back; and

(c) if so, the details regarding such States?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) No. Sir.

(b) No report in this regard has yet been received from any State/Union Territory.

(c) Does not arise In view of the reply to part (b) above.

#### Presence of Hydrocarbons in Second Wells of Bombay High and Cauvery Offshore

1571. SHRI CHINTAMANI JENA:

SHRI G. Y. KRISHNAN:

Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it is a fact that the Oil and Natural Gas Commission authorities have confirmed the presence of hydrocarbons in the second wells of the new structures B-57 east of Bombay High and Cauvery offshore; and

(b) if so, the details regarding the programme of Government for establishing early production facilities in these two structures to process the crude oil?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) A second well in the Cauvery offshore viz., Palk Bay, is under production testing the third assessment well in structure B-57 is of Bombay High under drilling. The second well at B-57 has confirmed the presence of hydrocarbons.

(b) Recoverable oil reserve are still to be firmed up for which assessment wells are in progress.

However, based on preliminary estimates, ONGC is planning for early production systems. For the Palk Bay ONGC has advertised in newspapers inviting concepts for early production systems. After appraisal and establishment of the commercial viability of the field, the concepts will be finalised and tenders issued.

#### Discussion held with Russian Film Delegation

1572. SHRI VIREHALRA SINGH: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether it is a fact that a Russian film team visited India; and

(b) if so, the nature of discussion held with the delegation and what is the outcome?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI VASANT SATHE): (a): Yes, Sir.

(b): The discussion was regarding co-production of a feature length documentary film on Shri Jawahar Lal Nehru. On the basis of discussion, a preliminary agreement has been reached for the co-production of this film.

**Payment to Navjiwan Trust by Producer of Film 'Gandhi'**

1573. SHRIMATI KISHORI SINHA:

SHRI SATYENDRA NARAIN SINHA:

Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether it is a fact that Government have ordered the Indo-British Film producers of 'Gandhi' to pay Rs. 3 lakhs to Navjiwan Trust;

(b) whether it is fact that the Navjiwan Trust, Ahmedabad had demanded Rs. 1 crore as copyright on the writing and speeches of Mahatma Gandhi; and

(c) if so, what are the reasons for ordering the payment of Rs. 3 lakhs to Navjiwan Trust without the appointment of Arbitrator?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI VASANT SATHE): (a) No, Sir.

(b) and (c). It is understood that the Navjiwan Trust, Ahmedabad had filed a suit against the Indo-British Films Ltd. The suit was ultimately mutually settled by the parties and the Indo-British Films paid a sum of Rs. 3 lakhs to the Trust for use of copy-right

material, if any Government of India was not a party to this dispute.

**Classical Music at Radio Station**

1574. SHRI N. K. SHEJWALKAR: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) what percentage of time is given to classical music by the All India Radio, figures for Hindustani music and Karnataka music be given separately; and

(b) is it possible to play records of classical music every day at particular hour in the morning and evening at all stations?

THE MINISTER OF INFORMATION AND BROADCASTING, (SHRI VASANT SATHE): (a) The percentage of classical music broadcast from the entire network of A.I.R. is approximately 13 per cent. Figures of percentages of Hindustani Music and Karnataka music separately are not maintained since the proportion of their broadcast varies from Station to Station, depending on the particular system of music prevailing in the region and programme requirements based on the listeners' interest, talent available, etc.

(b) Classical music records are already being played at particular hours in the morning and evening by AIR Stations, according to provisions in the fixed point Chart.

**1000 MW Super Thermal Power Station New Delhi**

1575. SHRI HARISH KUMAR GANWAR: Will the Minister of ENERGY be pleased to state:

(a) whether there is a proposal to set up 1000 MW Super Thermal Power Station by the National Thermal Power Corporation near Delhi;

(b) if so, what are the details thereof and arrangements made so far;

(c) how many more such thermal power stations exist in the country, and it is proposed to locate some of these in the Eastern U.P. so that the process of rural electrification be intensified; and

(d) what is the programme of Government to electrify all villages in UP, together with details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) and (b). The National Thermal Power Corporation is investigating the feasibility of setting up a large thermal power station in the Delhi region.

(c) The Singrauli Super Thermal Power Station of NTPC is located at Singrauli in Mirzapur district of Uttar Pradesh.

(d): It is expected that by March, 1982 46,372 villages in UP would have been electrified leaving a balance of 66,189 villages remaining to be electrified. According to the present and projected pace of rural electrification it is likely that all the villages of U.P. would be electrified by 1994-95.

#### Inflationary Tendencies created by big Business House

1576. SHRI HARISH KUMAR GANGWAR:

SHRI RAJ NATH SONKAR SHASTRI:

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that monopoly houses have appointed their own distributors/agents/stockists etc., to sell their goods;

(b) do they refuse to sell their goods when demanded by other persons on

the same terms and conditions thereby helping accumulation of wealth by few and monopolisation of trade causing inflationary tendencies besides contravening MRTP clauses;

(c) if so, what is the correct position and the course of action taken to set the things right; and

(d) if not, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI A. A. RAHIM): (a) Government are aware that in respect of many goods and services, undertakings, including those belonging to monopoly/large houses, have appointed their own distributors/agents/stockists, etc., to sell goods through them.

(b) to (d): Refusal by undertakings to sell their goods on the same terms and conditions when demanded by others, who are not their distributors/agents/stockists, may not always per se constitute a restrictive/monopolistic trade practice as defined under the MRTP Act. It would depend on the facts and circumstances of each case as to whether refusal to sell would be a restrictive trade practice, in which case the Monopolies and Restrictive Trade Practices Commission can institute an enquiry and pass appropriate orders. Refusal to sell by itself is not prohibited under the MRTP Act.

#### Power Engineering

1577. SHRI SATYAGOPAL MISRA: Will the Minister of ENERGY be pleased to state:

(a) whether it is a fact that our country is still dependent on the engineering science to produce power,

(b) if so, the reasons thereof; and

(c) what are the proposals of Government to be self-supporting in power engineering?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) and (b): Yes, Sir. Power generation is a technological process of conversion of different forms of energy into electricity and has, therefore, to depend on engineering science for its development.

(c): The country has sought to achieve self-reliance in power engineering through the engineering and technological institutions. In the case of manufacture of power equipment, indigenous manufacturing capacity has been built up for most of the power equipment. Import is, however, being resorted to selectively on merits. In regard to construction operation and maintenance of power stations. India has sufficient engineering expertise available.

#### Reduction in prices of Newspapers

1578. SHRI SATAGOPAL MISRA: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether in order to increase the circulation of newspapers, Government are considering to reduce the prices of newspapers by inducing the owners to pass on some of the gains from advertisements, especially from Government ones;

(b) if so, the details of the same; and

(c) if not, the reason for the same?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHR ARIF MOHAMMAD) KHAN): (a) No. Sir.

(b): Does not arise.

(c): It is the newspaper establishments themselves to consider appropriate ways and means for increasing their circulation.

गत तीन वर्षों के दौरान ढूँढ़े गये कोयला क्षेत्र

1579. श्री निहाल सिंह : क्या ऊर्जा मंत्री यह बताने की कृपा करेंगे कि :

(क) गत तीन वर्षों के दौरान देश में ऐसे कितने क्षेत्रों का पता लगाया गया है जहां कोयला प्राप्त है; और

(ख) यह क्षेत्र कहां कहां स्थित हैं और प्रत्येक क्षेत्र में कितनी कितनी मात्रा में कोयला मिलने की आशा है ?

ऊर्जा मंत्रालय के कोयला विभाग में राज्य मंत्री (श्री गार्गी शंकर मिश्र) : (क) और (ख). पिछले तीन वर्षों में 15 कोयलाक्षेत्रों में 138.18 मि.टन प्रमाणित भंडार और 1424.40 मि.टन निर्दिष्ट भंडार का अनुमान लगाया गया है। इस प्रकार ज्ञात कोयला क्षेत्रों के नाम और इन क्षेत्रों में से प्रत्येक में कोयले की अनुमानित मात्रा संलग्न विवरण-पत्र में दी गई है।

#### विवरण

##### कोयला क्षेत्र का नाम

भंडार मि.टनों में  
प्रमाणित निर्दिष्ट

1. गोदावरी घाटी कोल फील्ड, अदिलाबाद और वारंगल ज़िला,  
आंध्र प्रदेश (रामकृष्णपुर, मानुगुरु, भोपाल-पल्ली-चेलपुर  
रामगुंडम सैक्टर)

15.71 ..

2. झारिय कोयला क्षेत्र, ज़िला धनबाद बिहार चन्द्रपुर सैक्टर ..

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3. नार्थ करनपुरा कोल्डफील्ड—जिला हजारी बाग, बिहार (टन्डवा सैक्टर)	100.00	
4. सहरजूरी कोयला क्षेत्र, जिला संथाल परगना, बिहार (तुलसीढ़ाबर सैक्टर)	250.00	
5. राजमहल कोयला क्षेत्र, जिला संथाल परगना (उत्तरी विस्तार और राजमहल घाट सैक्टर)	100.00	
6. वेस्ट बोकारो कोयला क्षेत्र, जिला हजारी बाग, बिहार (कोटरे- बसंतपुर और परेज सैक्टर)	22.90	
7. विश्रामपुर कोयला क्षेत्र, जिला सरगुजा मध्य प्रदेश (सोनगारा सैक्टर)	0.65	15.67
8. हसदो—अरंड कोयला क्षेत्र, जिला बिलासपुर, मध्य प्रदेश (नोगरा—छोटिया और तारा सैक्टर)	10.66	73.73
9. जोहिल्ला घाटी कोयला क्षेत्र, जिला शहडोल म० प्रदेश (बीरसिंह पुर—पाली सैक्टर)	0.23	4.85
10. कोरबा कोयला क्षेत्र, जिला बिलासपुर मध्य प्रदेश (कुसमुन्डा सैक्टर)	12.39	
11. मन्द-रायगढ़ कोयला क्षेत्र, जिला—रायगढ़ मध्य प्रदेश (धर्मजयगढ़ सैक्टर)	11.25	230.00
12. सिंगरीली कोयला क्षेत्र, जिला सीधी, मध्य प्रदेश (मोहेर— अमोलोरी सैक्टर)	3.80	
13. सोहागपुर कोयला क्षेत्र, जिला शाहडोल, म० प्र० (बिजुरी— राजनगर सैक्टर)	9.62	
14. इबघाटी कोयला क्षेत्र, जिला सम्बलपुर, उड़ीसा (कुसरारोई सैक्टर)	133.13	
15. रानीगंज कोयला क्षेत्र, जिला वर्द्धवान और जिला धनबाद, पश्चिम बंगाल और बिहार (अन्डौल—दक्षिण खांडा, तमला दुबचूरिया बेगुनिया—पुलटू, कालीपहाड़—निमचा—सियरसोल कठगोरी बजारी—सोनेपुर सियरसोल—रानीगंज—कजोरा सैक्टर)	50.97	485.02

### बिजली घरों में कोयले का दुरुपयोग

1580. श्री निहाल सिंह: क्या ऊर्जा मंत्री यह बताने की रुपा करेंगे कि:

(क) क्या सरकार को कुछ बिजली घरों में कोयले को कालाबाजार में बेचे जाने तथा अन्य दुरुपयोग की जानकारी मिली है।

(ख) यदि हां, तो उन बिजलीघरों के क्या नाम हैं और उनके विरुद्ध क्या कार्यवाही की गई है; और

(ग) इन बिजली घरों में कोयले की चोरी आदि को रोकने हेतु सरकार का विचार क्या कदम उठाने का है?

ऊर्जा मंत्रालय में राज्य मंत्री (श्री विक्रम महाजन) : (क) जी, नहीं। (ख) और (ग). प्रश्न नहीं उठता।

### Production of Benzene by Cochin Refineries Ltd.

1581. SHRI A. NEELALOHITHA-DASAN NADAR: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Cochin Refineries Limited has submitted a project report for the production of 1.55 tonnes of Benzene;

(b) if so, the details of the project;

(c) what action has been taken by Government of India on the report with details thereof; and

(d) when Government propose to give clearance to the project?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) to (d): The feasibility report submitted by Cochin Refineries Limited

for the production of benzene has been taken up for examination.

### Divrsification of FACT

1582. SHRI A. NEELALOHITHA-DASAN NADAR: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether any expert study has been conducted for the diversification of FACT;

(b) if so, what was the recommendation of the expert study group; and

(c) what action has been taken by FACT and the Government of India on the recommendation with details?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI DALBIR SINGH): (a) A group was appointed in April, 1978 to consider all possible alternatives for diversification of the activities of the Udyogamandal Unit of Fertilisers and Chemicals Travancore Limited (FACT) and to suggest a viable solution.

(b) The main conclusions of the group are that it is not profitable to run the old plants even after renovation, that proposals to produce items such as Methanol, Soda ash etc. are not financially attractive, that setting up a large nitrogenous fertilizer plant with naphtha as feedstock is counter to the feedstock policy and that the best viable solution is to set up a 50,000 tonnes per annum caprolactam plant.

(c) The proposal for setting up a 50,000 tonnes per annum Caprolactam project at Udyogamandal unit is being processed for an investment decision by Government.

**Installed Capacity of Travancore Titanium Products**

1583. SHRI A. NEELALOHITHA DASAN NADAR: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) what are the reasons for not producing according to the installed capacity in the Travancore Titanium Products Limited; and

(b) whether there is any attempt or scheme to produce as per the installed capacity; if so, the details thereof?

**THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHRIV SHANKAR):** (a) The Government of Kerala have reported that the installed capacity of M/s. Travancore Titanium Products Limited is not being fully utilised for want of certain balancing equipment and for want of appropriate technology to produce the Rutile grade of titanium dioxide which matches the international standards.

(b) The Government of Kerala have also reported that the balancing equipment needed is being identified and installed progressively. Steps are also being taken to update the technology for the manufacture of Rutile grade of titanium dioxide.

**भोपाल के मण्डीदीप क्षेत्र के लिये तार सुविधाएं**

1584. श्री राम अवध : क्या संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भोपाल के मण्डीदीप क्षेत्र के, जहां अनेक महत्वपूर्ण उद्योग हैं तथा भारी जनसंख्या है, डाकघर में तार की सुविधा प्रदान नहीं की गई है; और

(ख) यदि हां, तो क्या सरकार का विचार मण्डीदीप के डाकघर में तुरन्त ही

तार की तथा अन्य सुविधाएं प्रदान करने का है ?

**संचार मंत्रालय में राज्य मंत्री (श्री योगेन्द्र मकवाणा) :** (क) और (ख) मण्डीदीप डाकघर में फोनोकाम प्रणाली पर तार सुविधा पहले से ही मौजूद है। मोर्स तार प्रणाली शीघ्र ही प्रारम्भ की जा रही है।

**दूरदर्शन के कर्मचारियों को विदेशों में प्रशिक्षण**

1585. श्री राम अवध : क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि

(क) क्या यह सच है कि दूरदर्शन अपने कर्मचारियों को प्रशिक्षण के लिये मलयेशिया तथा अन्य देशों में भेजता रहा है; और

(ख) यदि हां, तो वर्ष 1982 के दौरान इन कर्मचारियों को किन किन पाठ्यक्रमों के लिये तथा किन-किन देशों को भेजने का विचार है और तत्संबंधी व्यौग क्या है ?

**सूचना और प्रसारण मंत्री (श्री बसंत साठे) :** (क) जी हां।

(ख) जिन प्रशिक्षण पाठ्यक्रमों के लिये 1982 के दौरान दूरदर्शन के कर्मचारियों को विदेशों में भेजे जावे का प्रस्ताव है वे निम्नलिखि हैं :—

(1) वुनियादी एनीमेशन प्रविधियों पर क्षेत्रीय वर्कशाप—10 मई से 4 जून 1982 तक ए० आई० बी० डी० कुआलालम्पुर, मलयेशिया में।

(2) जनसंख्या संचार पर क्षेत्रीय पाठ्यक्रम—5 अप्रैल से 7 मई, 1982 तक ए० आई० बी० डी० कुआलालम्पुर, मलयेशिया में।

(3) साइप्रस ब्राइडफ़स्टिन्ग कारपोरेशन द्वाग निसेशिया में आयोजित प्रोडक्शन आपरेशनल कोर्स।

(4) दूरदर्शन समाचार आदान-प्रदान पाठ्यक्रम - 17 मई से 11 जून, 1982 तक ए० आई० बी० डी०, कुशलालम्पुर, मलयेशिया में।

इस के अलावा दूरदर्शन के कर्मचारियों को एशियाई खेल, 1982 के सम्बन्ध में भी विदेशों में प्रशिक्षण प्राप्त करने के लिए भेजने का प्रस्ताव है।

#### Self-sufficiency in Crude Oil

1586. SHRI CHIRANJI LAL SHARMA: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) total quantity of crude oil imported during 1981; and

(b) steps taken or proposed to be taken to make the country self-sufficient in this regard?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) About 15.55 million tonnes of crude oil have been imported during 1981.

(b) Apart from taking steps to conserve consumption of petroleum products, several measures have been taken for augmenting indigenous crude oil production like acceleration of indigenous crude oil production programmes, repairs to the existing sick wells, implementation of a number of enhanced recovery techniques. While these would reduce the overall need to import crude oil, achievement of self-sufficiency in this regard would be dependent upon the rate of increase in the demand for petroleum products as well as the levels of production of indigenous crude oil actually achieved from already discovered fields and from new fields that may be discovered in future.

Proposal for Investment and Expansion of Companies under the M.R.T.P. Act.

1587. SHRI CHIRANJI LAL SHARMA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state at what stage is the proposal to amend MRTP Act with a view to make the procedure for investment and expansion proposals of these companies more flexible?

THE MINISTER OF STATE IN THE MINISTRY OF LAW JUSTICE AND COMPANY AFFAIRS: (SHRI A. A. RAHIM): The amendments to certain provisions of the M.R.T.P. Act, with a view to secure its socio-economic objectives in fuller measure, are under active consideration of the Government. Necessary legislative action will be initiated as soon as these decisions have been arrived at.

#### Donations to Political Parties by Companies

1588. SHRI KRISHNA KUMAR GOYAL:

SHRI H. N. NANJE GOWDA:

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that Government propose to review the present policy on company donations to political parties and formulate a definite policy on company donations; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI A. A. RAHMIM): (a) and (b). The legal basis on political contribution by companies is presently provided by section 293A of the Companies Act, 1956. This matter alongwith many other issues connected with Corporate Sector is currently under considera-

tion of the Government in the context of the recommendations of the High Powered Expert Committee (Sachar Committee) for amendments to the Companies Act.

**Loss Suffered by Talcher Fertilizer Plant**

1589. SHRI ARJUN SETHI: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) what is the total loss to Government in terms of production and in amount since Talcher Unit of Fertilizer Plant has gone into production in 1980; and

(b) what specific steps Government have taken to minimise the loss and improve upon the efficiency of the functioning of the plant?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI DALBIR SINGH): (a) the loss of production vis-a-vis the target during the period November, 1980 to January, 1982 is about 80,000 tonnes of nitrogen. The financial loss incurred by the Talcher Unit during this period is about Rs. 53.41 crores.

(b) Remedial action is being taken to overcome the problems faced by the plant. The facility for the removal of corrosive gas (Nitrous Oxide) has been commissioned to prevent corrosion and checking in the raw gas pipes and raw gas coolers. Defective equipments/components have been replaced. The matter of upgrading the quality of coal supplied has been taken up with M/s. Central Collieries Ltd., the supplier of coal. The possibility of installing a beneficiation plant to improve the quality of coal supplied to the fertilizer plant is being explored.

A technical study group has been appointed to carry out a thorough survey of this plant to identify the deficiencies and suggest remedial measures.

**Amount on publicity Spent by Public Sector Undertakings**

1590. SHRI RASA BEHARI BEHRA: Will the Minister of ENERGY be pleased to state:

(a) the names of Public Sector Undertakings under the Ministry with the names of Chairman of these units, unit-wise;

(b) the names of the dailies and periodicals being used for advertisement by these units, unit-wise during the last three years; year-wise, language-wise with the amount spent year-wise and unit-wise; and

(c) the details of the amount of publicity projected for the year 1982-83 of these units, unit-wise;

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) to (c). The information is being collected and will be laid on the Table of the House.

1591. DR. KRUPASINDHU BHOI: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether foreign oil companies have been asked to make bids again for off-shore blocks in the entire continental shelf for the exploration and development of oilfields identified through seismic and other surveys;

(b) if so, the oil companies which have responded; and

(c) the allocation made on the first round of bids, with details thereof?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): (a) Not yet, Sir.

(b) Does not arise.

(c) In the first round of bids it has been decided to award Saurashtra Off-shore Block II to M/s. Chevron, an Oil Company of U.S.A. A detailed agreement with this company is in the final stages of negotiations.

### Crude to Feed Mathura Refinery

1592. DR. KRUPASINDHU BHOI: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether efforts are afoot to get the right quality of crude from abroad to feed the Mathura refinery which is to go into commercial production shortly;

(b) whether it is a fact that very heavy Bombay High crude cannot be pumped to Mathura in winter when the crude could congeal in the pipeline;

(c) if so, the quantity of crude required to keep the refinery going in winter; and

(d) the success achieved in obtaining the same with terms and conditions thereof along with the sources from which obtained?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI DALBIR SINGH): (a) to (d). Mathura Refinery is designed to process 50 per cent Bombay High and 50 per cent imported crude oils. The problem of transporting Bombay High Crude oil, having high pour point, during the winter months is being studied by M/s. Indian Oil Corporation who have engaged a foreign consultant for this purpose. The results of the study are expected to be available shortly.

The crude oil requirements of the refinery during the winter period is estimated at about 2 million tonnes.

The programme of import of crude oil is finalised keeping in view the overall requirements of the refineries in the country. Arrangements made for 1982 will take care of the requirements of Mathura Refinery also.

### Film on Life of Pt. Jawaharlal Nehru

1593. DR. KRUPASINDHU BHOI: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether under a cultural agreement with the U.S.S.R., a film on the life of Pandit Jawaharlal Nehru will be co-produced by the Soviet Union and India; and

(b) if so, the progress made in this direction and the other films proposed to be produced under the agreement?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI VASANT SATHE): (a) A preliminary agreement has been entered into between Indian and Soviet sides in October, 1981 for Co-production of a feature length documentary films on Jawaharlal Nehru. The film is, however, not being co-produced under any cultural exchange agreement.

(b) As an essential step towards realisation of this venture action has been started to develop and finalise the script. There is no proposal to co-produce any other film under the agreement.

### Formulae for Sharing of Hydro Thermal Power by States

1594. SHRI H. N. NANJE GOWDA:

SHRI ARJUN SETHI:

SHRI M. RAMGOPAL REDDY:

Will the Minister of ENERGY be pleased to state:

(a) whether the Central Government have evolved three formulae for

the distribution of power generated in the Central Sector among the various States;

(b) if so, the details of the formulae evolved; and

(c) in what way the above procedure will make available to the States more power than at present and since when this will be brought into force?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN):

(a) and (b). The normal formula adopted for the allocation of power from the Central Sector thermal stations is as under:

(1) 10 per cent of capacity is allocated to Home State in which the power station is situated.

(2) 15 per cent is left unallocated with the Centre for allocation to different beneficiary States on a short-term basis depending upon the power supply position.

(3) Remaining 75 per cent is allocated among the beneficiary States in the region on the basis of two factors:—

(a) Plan assistance being given to the different States under the Gadgil formula.

(b) Consumption of electricity during the last 5 years.

Equal weightage is given to the above two factors.

As regards allocation from Central hydro-electric projects a formula for sharing had been approved. This formula is more or less on the same lines as that for Central sector thermal stations but also provides for royalty payment to the Home state. However, certain modifications to this formula is under consideration.

As regards allocation from Atomic power projects Government have not yet taken the final decision on the formula to be adopted for sharing of power to be generated from these projects.

(c) The thermal formula was evolved in 1976. However, generation from Central sector power projects whose output is proposed to be shared on the basis of the formula referred to above is yet to commence. The shares of the States from the different Super Thermal Projects presently under execution is given in the annexed statement.

#### Statement

*Shares from the various Central Sector thermal power projects.*

##### 1. Singrauli Super Thermal Station

*(Northern Region)*

Sanctioned Capacity	2000 MW (Stage-I 600 MW) (Stage-II 1400WM)
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##### Shares State

##### Individual Shares

Uttar Pradesh	850
Delhi	150
Haryana	200
Punjab	200
Rajasthan	300
Unallocated	300
	2000

## 2. Korba Super Thermal Station

(Western Region)

Sanctioned Capacity	.	.	.	.	.	2100 MW (Stage-I)
State					Individual Shares	
					2100 MW	
					Stage	
Gujarat	.	.	.	.	360	
Maharashtra	.	.	.	.	610	
Madhya Pradesh	.	.	.	.	610	
Goa	.	.	.	.	210	
Unallocated	.	.	.	.	310	
					2100	

3

## Ramagundam STPS

(Southern Region)

Sanctioned Capacity	.	.	.	.	.	2100 MW (Stage-II)
State					Individual Shares	
					(MW)	
Andhra Pradesh	.	.	.	.	595	
Tamil Nadu	.	.	.	.	485	
Karnataka	.	.	.	.	355	
Kerala	.	.	.	.	255	
Goa	.	.	.	.	100	
Unallocated	.	.	.	.	310	
					2100	

## 4. Farakka STPS

(Eastern Region)

Sanctioned Capacity	.	.	.	.	.	600 MW (Stage-I, Phase-I)
Shares						
State					Individual Shares	
					600 MW	
					Stage	
					(MW)	
West Bengal	.	.	.	.	205	
Bihar	.	.	.	.	135	
Orissa	.	.	.	.	75	
D.V.C.	.	.	.	.	90	
Sikkim	.	.	.	.	5	
Unallocated	.	.	.	.	90	
					600	

## 5. Neyveli Second Mine Cut

(Southern Region)

Sanctioned Capacity

630 MW

Shares

State In

dividual  
Shares  
630 MW  
Stage  
(MW)

Andhra Pradesh	97
Kernataka	84
Kerala	63
Tamil Nadu	176
Pondicherry	65
Neyveli Lignite Corporation	50
Unallocated	95
	630

**Karnataka to set up Micro Hydel Plants**

1595. SHRI H. N. NANJE GOWDA: Will the Minister of ENERGY be pleased to state:

(a) whether Government of Karnataka propose to set up mini and micro hydel plants in the State to meet the growing needs of the State.

(b) whether the State Government have sought Central assistance, both financial and technical in identifying the locations or working out the details about the projects; if so, the details thereof; and

(c) the help given by the Central Government?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) Excepting the proposal received for the participation of private Sector to instal three micro hydel plants at Madhavamantri Anicut (1.5 MW), Canal site below K. R. Sagar Dam (1.5 MW) and Sivasamudram (250 KW), no other proposal has been received from the State authorities to

set up mini and micro hydel plants in the State.

(b) and (c). Central Government has always offered the technical assistance required by the State authorities for the development of hydroelectric potential in the State. As these schemes are being executed by the State Electricity Board/State Government the financial liability will have to be borne by the respective State agencies.

**Newspapers and Publications Limited Patna**

1596. SHRI BHOGENDRA JHA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether any petition against the Newspapers and Publications Limited, Patna has been filed before the Company Law (Bench), Eastern Region, Calcutta; and

(b) if so, details thereabout and Government's reaction thereto?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI JAGAN NATH KAUSHAL): (a) Yes Sir, A petition under section 186 of

the Companies Act, 1956 has been filed in the Company Law Board Bench, Eastern Region, Calcutta on 26-12-1981 by one Shri Dwarka Nath Jha against M/s. Newspapers and Publications Limited, Patna.

(b) The aforesaid petition has been filed before the Bench for seeking its directions for the holding of an extra ordinary general meeting of the company with a view eventually for considering the removal of the present Chairman-cum-Managing Director of the company and for the appointment of new directors in the existing vacancies including the vacancy, if any, to be caused by the removal of the Managing Director. The petition was heard on 3-2-1982 at Patna and was adjourned with the consent of the parties to 12-3-1982 with a direction, inter alia, for service of a copy of the petition on all the shareholders of the company. The decision on the petition will be taken after the parties have been heard.

#### Microwave Channels for National T.V. Hook-up

1597. SHRI G. Y. KRISHNAN: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether any decision has been taken by the Posts and Telegraphs Department to start work on microwave channels which can facilitate a national television hook-up;

(b) if so, the details regarding the equipment and their cost and whether these equipments have been imported and if so, the details regarding the preparation for their maintenance charge etc.; and

(c) the details regarding the names of the cities which are going to be linked through the microwave channels for T.V. hook-up?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI YOGENDRA MAKWANA) (a) Yes, Sir. The Posts and

Telegraphs Department is taking action where firm demand for such facility is received from the department of Doordarshan.

(b) and (c). The details in respect of projects so far sanctioned are as under:

Name of the TV bearer microwave channel	Estimated cost of equipment in Rs. Lakhs
1. Madras-Bombay . . .	227.36
2. Bombay-Poona . . .	80.64
3. Bombay-Delhi-Calcutta . . .	501.09
4. Delhi-Srinagar . . .	127.11
5. Jullundur-Amritsar . . .	36.82

Microwave radio equipment are being imported. Equipment for coaxial T. V. end links are being procured from indigenous sources. The equipment are maintained by the Posts and Telegraphs Department and rental is paid by the Department of Doordarshan. The above mentioned projects cover the following cities:

Calcutta, Lucknow, Kanpur, Delhi, Jullundur, Srinagar, Amritsar, Bombay, Pune, Panjim, Bangalore and Madras.

#### Cooking Gas connections

1598. SHRI MOOL CHAND DAGA: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) the number and names of places, State-wise, where cooking gas will be provided by Government during the current year and next year;

(b) the names of the dealers appointed or likely to be appointed this year alongwith the basis of their appointment; and

(c) the particulars of the committee which deals with this work?

**THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR):** (a) Oil companies are expected to put up about 780 LPG distributorships in different parts of the country against their plans for 1981-82 and 1982-83 as per State-wise details given in the enclosed statement. Unless it is confined to a particular State(s), compilation of names of all the locations in the country is a time consuming process and may not be commensurate with the objective in view.

(b) Dealers are appointed by the respective oil companies on the recommendations of the Selection Committees constituted for the purpose in accordance with the guidelines pres-

cribed, after necessary field investigations. Details of selections already made during this year are not readily available as the selections are being regularly held.

(c) The Selection Committee for selecting dealers under 'open' category consists of one representative of the concerned oil company and a representative each of the two other oil companies. For selection of dealers under reserved categories, the committee will also have a representative from the Government. However, for selection of SC/ST candidates applying against advertisements issued from 1-10-1981, the Selection Committees will, in addition, consist of a representative of the concerned State Government not below the rank of Deputy Secretary.

#### Statement

S. No.	State	No. of Proposals for opening of LPG dealerships	
		1981-82	1982-83
1.	Andhra Pradesh	13	40
2.	Bihar	20	20
3.	Gujarat	22	30
4.	Haryana	12	17
5.	Himachal Pradesh	4	8
6.	Jammu & Kashmir	..	8
7.	Karnataka	24	21
8.	Kerala	10	22
9.	Madhya Pradesh	32	17
10.	Maharashtra	45	28
11.	Orissa	15	10
12.	Punjab	28	19
13.	Rajasthan	33	14
14.	Tamil Nadu	25	46
15.	Uttar Pradesh	65	47
16.	West Bengal	11	26
17.	Delhi	4	13
18.	Chandigarh	1	3
19.	Goa, Daman & Diu	4	3
20.	Pondicherry	..	2
21.	North Eastern States	..	18
		368	412

### Expenditure on MRTP Commission and per capita Cost on Cases

1599. SHRI R. PRABHU: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the amount of expenditure spent by Government on maintenance of MRTP Commission during the years 1976-77 to 1980-81;

(b) the number of references disposed of under Sections 21, 22, 23 and 27 of the M.R.T.P. Act and inquiries instituted under Section 10 of the Act during each of these financial years; and

(c) per capita cost of disposing of for each of these applications/references?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI A. A. RAHIM): (a) The amount of expenditure incurred by Government on MRTP Commission during the financial years 1976-77 to 1980-81 is as under:—

	Rs.
1976-77	11,27,000
1977-78	14,42,000
1978-79	12,98,859
1979-80	15,24,296
1980-81	15,37,442

(b) The number of reference disposed of by the Commission under Sections 21, 22, 23 and 27 of the MRTP Act and inquiries instituted under Section 10 of the Act during each of the financial years 1976-77 to 1980-81 are as under:

Year	Sec. 21	Sec. 22	Sec. 23	Sec. 27	No. of inquiries instituted under Section 10
1976-77	..	5	..	..	91
1977-78	1	—	..	..	36
1978-79	1	1	..	..	34
1979-80	1	2	..	..	27
1980-81	1	..	..	..	12

(c) In practice it is not possible to assess and apportion the per capita cost of disposing of each application/reference. This would depend upon the nature of enquiries, time taken by the Commission for disposal and other such factors, which would vary from case to case.

### Villages Electrified in Orissa

1600. SHRI RASA BEHARI BEHRA: Will the Minister of ENERGY be pleased to state:

(a) the number of the villages of Orissa electrified during the last three

years, year-wise, district-wise in comparison to the programme undertaken in this regard;

(b) the details of the schemes being undertaken for the year 1982-83 in this State, district-wise and the number of the villages to be benefited under these schemes, scheme-wise; and

(c) number and percentage of the villages electrified up to date in this State?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) The district-wise details of the total number of

villages, and the number of villages electrified during the last three years i.e. 1978—81 is shown in the Statement. The district-wise programme is drawn up by the State Electricity Board and therefore, the details of such programme is not available.

(b) The Rural Electrification Schemes are formulated and implemented by the State Electricity Boards. The areas to be selected for formulation of fresh schemes and the villages to be electrified during the year 1982-83 will be decided by Orissa State Elec-

tricity Board. So far as the Electrification Corporation Schemes are concerned, it has been tentatively programmed to electrify 1119 villages during the year 1982-83 under the Rural Electrification Corporation normal programme and Revised Minimum Needs Programme, in Orissa.

(c) In accordance with the report available up to the end of October, 1981, out of 46,992 villages in Orissa, 18,392 villages constituting 40.2 per cent have been electrified in the State.

### Statement

*The total number of villages in each district of Orissa, those electrified upto the end of 31-3-1978, yearwise progress attained during the period 1978-81 and cumulative progress upto the end of March, 1981. etc.*

S. No	Name of the District	Total number of villages	No. of Villages electrified as on 31-3-78	No. of Villages electrified during			Cumulative Progress of villages electrified upto 31-3-81	%age of villages electrified as on 31-3-81
				1978-79	1979-80	1980-81		
1	2	3	4	5	6	7	8	9
1. Balasore	.	3,812	1,533	163	222	187	2,105	55.2
2. Bolangir	.	2,523	823	87	142	92	1,144	45.3
3. Cuttack	.	6,027	2,989	285	328	174	3,776	62.7
4. Dhenkanal	.	2,606	981	60	22	58	1,121	43.0
5. Ganjam	.	4,223	1,414	63	137	82	1,696	40.2
6. Kalahandi	.	2,653	298	36	64	124	522	19.7
7. Keonjhar	.	2,009	624	24	47	76	771	38.4
8. Koraput	.	5,683	663	178	153	194	1,188	20.9
9. Mayurbhanj	.	3,712	916	51	90	200	1,257	33.9
10. Phulbani	.	4,397	220	64	128	89	501	11.4
11. Sambalpur	.	3,390	1,215	93	81	101	1,490	44.0
12. Puri	.	4,336	1,710	261	216	163	2,350	54.2
13. Sundargarh	.	1,621	775	42	33	33	883	54.5
<b>TOTAL</b>	.	<b>47,992</b>	<b>14,161</b>	<b>1,407</b>	<b>1,663</b>	<b>1,573</b>	<b>18,804</b>	<b>40.0*</b>

### Utilisation of Capacity of Thermal Power Stations

1601. SHRI KRISHNA CHANDRA HALDER:

SHRI K. MALLANNA:

Will the Minister of ENERGY be pleased to lay a statement showing:

(a) how many thermal power stations are operating at more than 50 per cent utilisation level and since when, plant-wise details thereof?

(b) steps taken by Government to increase the utilisation from 60 per cent to some higher point; and

(c) result achieved by such measures?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) thermal power stations are operating at more than 50

per cent utilisation level during the year 1981-82 (April to December, 1981). The plant-wise details are given in the Statement attached.

(b) and (c). In order to further improve the performance of all thermal generating units in the country, the problems have been identified in various capacity groups. The remedial measures have been carried out in 200/210 MW units. As a result of which the performance of said units has also improved. Similarly plans for other lower capacity units are being drawn up and remedial measures are being taken. Betterment cells have been established in most of the power stations having more than 200 MW capacity. Efforts are also being made to get the betterment cells established in the remaining stations also. As a result of the above measures, it is expected that the plant utilisation of thermal power stations will further improve in the coming years.

### Statement

*Thermal power stations which are operating at more than 50 percent capacity utilisation level during the year 1981-82 (April—Dec.).*

Sl. No.	Name of the Station	Capacity (MW)	PLF during April-Dec., 81
1.	I.P. Station.	282.5	50.04
2.	Renusagar.	125.0	97.70
3.	Dhuvaran	534	68.2
4.	Ukai (Excluding 200 MW units)	240	52.6
5.	Ahmedabad Elect. Company (including Sabaramati)	302.5	58.8
6.	Satpura (Excluding 200 MW Units)	312.5	62.8
7.	Korba Stage II (4 x 50 MW)	200	50.4
8.	Amarkantak	300	61.5
9.	Nasik (2 x 140 MW)	280	64.4
10.	Koradi	680	58.6
11.	Bhusawal	272.5	50.3
12.	Trombay	330	79.5
13.	Ramagundam B	62.5	52.4
14.	Vijayawada	420	68.7
15.	Neyveli	600	61.8
16.	Durgapur	250	54.20
17.	Bokaro	227.5	56.1
18.	Bandel	320	54.8
19.	C.E.S.C.	328	56.1
20.	Namirup	111.5	52.6
21.	Badarpur (Units 1-3)	300	51

राजस्थान में संगीत तथा नाटक  
प्रभाग की स्थापना

1602. श्री मूल चन्द डागा : क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) देश में संगीत तथा नाटक प्रभाग के किनने केन्द्र हैं और ऐसे केन्द्र स्थापित करने के निर्धारित मानदण्ड क्या हैं;

(ख) ऐसे प्रत्येक केन्द्र पर सरकार कितनी धनराशि खर्च करती है और इस की उपयोगिता क्या है; और

(ग) उन राज्यों के ननाम क्या हैं जिन में इस प्रभाग के केन्द्र नहीं हैं और राजस्थान में ऐसे केन्द्र कब तक खोले जाने की मंभावना है और ग्रंथ तक वहाँ ऐसे केन्द्र न खोलने के क्या कारण हैं?

सूचना और प्रसारण मंत्रालय में उप-मंत्री (श्री आरिफ मोहम्मद खां) : (क) दिल्ली स्थित गीत और नाटक प्रभाग के मुख्यालय के अतिरिक्त इस के आठ क्षेत्रीय केन्द्र पुणे, भोपाल, मद्रास, गोहाटी, लखनऊ, चण्डीगढ़, कलकत्ता और दिल्ली में तथा 11 उप-केन्द्र शिमला, दरभंगा, पटना, नेनीताल, इम्फाल, हैदराबाद, भुवनेश्वर, श्रीनगर, जोधपुर, बंगलौर और रांची में हैं।

अन्दरूनी तथा ग्रामीण क्षेत्रों को कवर करने की कार्यक्रम आवश्यकता को देखते हुए देश को आठ जोनों में बांटा गया है और कार्यक्रमों को सशस्त्र सैनिक मनोरंजन स्कृन्ध की 9 मंडलियों, 6 विभागीय मंडलियों और लगभग 400 पंजीकृत निजी पार्टियों के माध्यम से सारे देश में आयोजित किया जाता है। प्रभाग के केन्द्र की स्थापना करने के लिए कार्यक्रम आवश्यकताओं और धन की उपलब्धता सहित विभिन्न वार्तों का ध्यान रखना पड़ता है।

(ख) गीत और नाटक प्रभाग का कुल व्याय लगभग 1.70 करोड़ रुपये है तथा उपकेन्द्रों सहित क्षेत्रीय केन्द्र का व्यय कवर किए जाने वाले क्षेत्र के अनुसार भिन्न भिन्न होता है और यह 6 लाख रुपये से 20 लाख रुपये के बीच होता है। प्रभाग शहरी तथा ग्रामीण दोनों ही क्षेत्रों के लोगों में सामाजिक-आर्थिक महत्व के विभिन्न राष्ट्रीय कार्यक्रमों, राष्ट्रीय एकता, लोकतांत्रिक आदर्शों, आदि के बारे में जागरूकता उत्पन्न करने के लिए जीवन्त मनोरंजन तथा ध्वनि व प्रकाश के माध्यमों का उपयोग करता है।

(ग) जिन राज्यों/संघ शासित क्षेत्रों में प्रभाग का केन्द्र नहीं है वे हैं—अरुणाचल प्रदेश, गुजरात, पंजाब, हरियाणा, मेघालय, नागालैंड, केरल, सिक्किम, त्रिपुरा, अण्डमान व निकोबार द्वीप समूह, मिजोरम, पाण्डिचेरी, लक्षदीप तथा मिनिंकाय और गोआ।

राजस्थान में जोधपुर में पहले से ही एक उपकेन्द्र है। राजस्थान में कोई अतिरिक्त केन्द्र स्थापित करने का इस समय कोई प्रस्ताव नहीं है।

Sarin Committee Report

1603. PROF. NARAIN CHAND PARASHAR:

SHRI HARISH KUMAR GANGAWAR:

SHRI CHIRANJI LAL SHARMA:

SHRI CHITTA BASU:

Will the Minister of COMMUNICATIONS be pleased to state: The recommendations of Sarin Committee on Telecommunications which have been accepted by Government alongwith the action taken for their implementation?

**THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI YOGENDRA MAKWANA):** The Committee have made a total of 434 recommendations. A copy of the summary of recommendations is available in the Parliament Library. Some of the recommendations have already been implemented. A large number have been accepted and are under process of implementation. There are, however, some recommendations which are still under examination of the Government.

**Rural Electrification Schemes in West Bengal and Orissa**

1604. SHRI RASA BEHARI BEHRA: Will the Minister of ENERGY be pleased to state:

(a) the details of the schemes for rural electrification undertaken by West Bengal and Orissa during the last three years and the amount sanctioned for the schemes, scheme-wise, year-wise in these States, State-wise;

(b) the details of the results achieved during the last three years in implementing these schemes, scheme-wise in West Bengal and Orissa, State-wise and number of the villages electrified under these schemes district-wise and Statewise; and

(c) the details of the programme being undertaken in these two States for rural electrification during the next three years and the allocation made there, scheme-wise, State-wise and the number and percentage of the villages to be electrified in these States year-wise, State-wise and district-wise?

**THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN):** (a) and (b). The rural electrification schemes are formulated and implemented by the State Electricity Boards. The details of the schemes sanctioned by Rural Electrification Corporation during the last three years (1978-81) in West Bengal and Orissa, amount sanctioned for the schemes, and the number of villages electrified under these schemes upto the end of September, 1981, scheme-wise, year-wise, state-wise and district-wise are shown in statement at Statement I and Statement II laid on the Table of the House (Placed in Library. See No. LT-3462/82.)

(c) The tentative details of allocation of funds for rural electrification schemes and the targets of electrification of villages in West Bengal and Orissa, during the year 1982-83, are given below:—

(Rs. in crores)

State	Outlays provided under Schemes			Total outlays	Target of electrification of villages
	Normal Development Programme	Rural Electrification Corporation	Minimum Needs Programme		
West Bengal . . . . .	0.30	12.97	3.25	16.52	2000
Orissa . . . . .	3.00	6.81	4.34	14.15	1250

The districts/villages to be selected for electrification will be decided by the respective State Electricity Board.

**Indicating of Maharashtra Chief Minister by Bombay High Court in collecting Funds for Trusts**

1605. PROF. MADHU DANDAVATE:  
SHRIMATI PRAMILA DAN-  
DAVATE:

SHRIMATI KISHORI  
SINHA:

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have taken note of the Judgement of the Bombay High Court indicting the former Chief Minister of Maharashtra for collecting funds for the Trust created by him by sellings ad hoc quota of cement;

(b) if so, the number of Trusts referred to in the judgement;

(c) the amount collected by each Trust;

(d) whether the High Court has ordered freezing of these Trusts; and

(e) the details thereof?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI JAGAN NATH KAUSHAL): (a) to (e). Necessary information is being collected from the Government of Maharashtra, and will be laid on the Table of the House.

**एकाधिकार तथा अवरोधक व्यापारिक व्यवहार अधिनियम में संशोधन**

1606. श्रीमती ऊषा प्रकाश चौधरी : क्या विधि, न्याय और कम्पनी कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का विचार एकाधिकार तथा अवरोधक व्यापारिक व्यवहार अधिनियम में संशोधन करने का है ;

(ख) यदि हां, तो तत्सम्बन्धी व्यौरा क्या है ; और

(ग) प्रस्तावित संशोधन कब तक किए जाने की सम्भावना है ?

विधि, न्याय और कम्पनी कार्य मंत्रालय में राज्य मंत्री (श्री ए० ए० रहीम) : से (ग) : सामाजिक-आर्थिक उद्देश्यों को समग्र रूप से प्राप्त करने की दृष्टि से, एकाधिकार तथा अवरोधक व्यापारिक व्यवहार अधिनियम के कुछ उपबन्धों के संशोधन सरकार के सक्रिय विचाराधीन हैं। निर्णय कर लिये जाने पर यथाशीघ्र आवश्यक विधायी कार्यवाही का जायेगी।

**Representation regarding Refund of Licence Fee already paid in Respect of 1, 2 Band Radio Set**

1607. SHRI R. K. MHALGI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether it is a fact that the Post Master General (Wireless), Maharashtra Circle, Bombay has received a representation dated 12-4-1981 and subsequent reminder dated 12-7-1981 from the Nagpur Radio Licence holders regarding the refund of licence fee already paid in respect of 1,2 band radio set; and

(b) if so, the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI YOGENDRA MAKWANA): (a) Yes, Sir. one representation from Shri S. D. Dahale of Nagpur was received.

(b) The Postmaster-General informed the representationist on 20-8-1981 that no refund of licence fee already paid was permissible under the rules on the subject.

**Representation regarding telephone line and public call office at Darekasa**

**Tq. Salekasa District Bhandara  
(Maharashtra)**

1608. SHRI R. K. MHALGI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether it is a fact that the General Manager, Telecommunications Maharashtra Circle, Bombay has received a representation dated 21st October, 1981 regarding the Telephone line and P.C.O. at Darekasa, Tq. Salekasa, District, Bhandara (Maharashtra);

(b) what action has been taken or proposed to be taken in connection with these demands; and

(c) if no action/decision has been taken so far, the specific reasons for the same, and when the same is likely to be taken?

**THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI YOGENDRA MAKWANA):** (a) Yes, Sir.

(b) and (c). The proposal for provision of a public telephone at Darekasa in the district Bhandara is unremunerative. The loss cannot be ignored as per the present policy of the department. The facility can, however, be provided on rent and guarantee basis provided some interested party or the State Government is willing to indemnify the department against the loss involved.

**Increase in charges of registration fee, Money Order, etc.**

1609. SHRI BAL KRISHNA WASNIK:

SHRI NARAYAN CHOUBEY:

SHRI A. NEELALOHITHA-DASAN NADAR:

SHRI ARJUN SETHI:

SHRI N. E. HORO:

SHRI CHITTA MAHATA:

SHRI T. R. SHAMANNA:

PROF. MADHU DANDAVATE:

SHRIMATI GEETA MUKHERJEE:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether it is a fact that Government have raised the charges of Registration fee, Money Order and for certain other postal and telecommunication—Phonogram and telex-gram services etc.;

(b) if so, the details in this regard;

(c) particular considerations for the increase on the eve of the Budget Session of Parliament; and

(d) additional facilities proposed to be provided to the users of above services?

**THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI YOGENDRA MAKWANA):** (a) Yes, Sir.

(b) The details are given in the Statement.

(c) with a view to augment the resources for various development projects including modernisation/expansion of telecom services, it was essential to increase the tariffs. Under the Indian Post Office Act, 1898 and

Indian Telegraph Act, 1885 the tariffs can be revised by the Government for these items as and when required.

(b) It is expected that qualitatively and quantitatively better facilities could be provided with improvement in financial resources.

### Statement

Name of Item	Revised Tariff
1. Registration Fee . . . . .	The registration fee has been revised to Rs 2.75 per article.
2. Money Order Commission	For every Rs. 10 or part thereof 30 paise
3. Telegram	
Class	Not exceeding ten chargeable words First ten words Exceeding ten chargeable words Each additional word after the first ten chargeable words
	Rs. P. Rs. P. Rs. P.
Express . . . . .	6.00 6.00 1.00
Ordinary . . . . .	3.00 3.00 0.50
4. Phonogram Fee . . . . .	Rupees Two
5. Telexogram Fee . . . . .	Rupees Two
6. Telex	
(i) For a Telex Subscriber's line inclusive of rent for the terminal teleprinter machine, within a radius of 5 Kms. (Local area) from the Teleprinter Exchange (Telex)	Rupees 4500 per annum
(ii) For a Telex Subscriber's line when Teleprinter Machine is provided by a subscriber himself within a radius of 5 Kms. (Local areas) from the Teleprinter Exchange (Telex)	Rs. 900/- per annum
7. Charge for Teleprinter Machine (Used in T/P Circuits)	Rs. 3600/- per annum

8. *Telephones*(a) *Measured Rate System**Revised Tariff*

## Rates of bi-monthly rental and call fees

1	2	3	4	5	Rental	Number of call units allowed free of charge	Fees per call unit in excess of those allowed free of charge	from 201 to 300 calls	In excess of 300 calls
					during the two months	of charge	during the from 201 to 300 calls	In excess of 300 calls	
1. Exchange systems of less than 10,000 lines	Rs. 125	200	40 paise	50 paise					
2. Exchange system of 10000 lines and above but below 30,000 lines	Rs. 150	200	40 paise	50 paise					
3. Exchange system of 30,000 lines and above but below 1,00,000 lines	Rs. 175	200	40 paise	50 paise					
4. Exchange system of 1,00,000 lines and above	Rs. 200	200	40 paise	50 paise					

(b) *Flat Rate System*

Revised	Tariffs
Annual	Bi-monthly

	Rs.	Rs.
(i) Exchanges of 100 lines & above capacity providing 24 hours service	900	150
(ii) Exchanges of less than 100 lines capacity providing 24 hours services	750	125
(iii) Manual Exchanges providing service for restricted number of hours	600	100

9. *Casual connections from a Departmental*

Exchange	Revised
1 to 10 days	Rs. 90
11 to 30 days	Rs. 180
31 to 60 days	Rs. 270

10. The additional charge levied for a coloured telephone instrument of Rs. 60/- per instrument and the charge for replacement of one coloured instrument by another of Rs. 30/- are discontinued. However, the additional charge for Ampliphone (hard of hearing telephone instrument) shall be recovered at Rs. 32/- per annum or Rs. 3/- per month. (no revision in annual rental).

**Memorandum from the Joint Action Committee of Staff of H.R.O. RMS 'D' Division**

1610. PROF. NARAIN CHAND PARASHAR: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Government have received a Memorandum from the Joint Action Committee of Staff of H.R.O. RMS 'D' Division regarding the deliberate detention of public mails in the Railway Mail Services of P&T Department;

(b) if so, whether the points made in the Memorandum have been examined by Government;

(c) if so, the action taken by Government on the suggestions made therein; and

(d) the likely date by which action would be taken?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI YOGENDRA MAKWANA): (a) A memorandum has been received from the staff of RMS 'D' Division in which they have protested against the diversion of some work from sorting sections to stationary mail offices. They have also protested against rotational transfers of the staff.

(b) Yes, Sir.

(c) In memorandum submitted the staff has demanded restoration of such mail as had been ordered to be diverted from sections to mail offices. In this connection, it may be stated that the postmasters-General carry out a normal review of the work load and mail arrangements of mail offices and sections at regular intervals. There are serious limitations of accommodation, light etc. in the running sections and therefore keeping in view the larger interest of service the Postmaster-General has ordered diversion of some work from sorting sections to stationary mail offices

which are better equipped and have more accommodation. It has been argued that transfer of work from sections could result in some delay. This is always examined keeping in view various other factors and the larger public interest.

Regarding the point raised in the memorandum relating to rotational transfers of staff, it may be mentioned that these decisions have been taken by the Postmaster-General in accordance with the orders issued and principles laid down by the P&T Board. It is pointed out that rotational transfers are in the larger interest of public work and are necessary so that officials have knowledge and experience of working in more offices and vested interests are not created by officials remaining too long at one place.

(d) Does not arise.

**Rural Electrification Programme in North and North Eastern States Undertaken during the last Three Years**

1611. SHRI RASA BEHARI BEHRA: Will the Minister of ENERGY be pleased to state:

(a) the details of the rural electrification programme in North and North Eastern region States undertaken during the last three years, year-wise and the number of villages electrified under these programmes upto date State-wise and district-wise, indicating the percentage the electrified villages bear to the total; and

(b) the details of the rural electrification programme being undertaken in these States, State-wise, during the year 1982-83 and the action being to fulfil the target, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN): (a) The details of the rural electrification

programme in North and North-Eastern Region States during the last three years 1978-81, are shown in the statement laid on the Table of the House. Placed in Library (See No. LT-3463/82. The district-wise programme is drawn by the State Electricity Board and therefore, the information is not available. However, the district-wise progress obtained in each State/Union Territory in the North and North-Eastern Region, except those of Jammu and Kashmir and Manipur for which reports have not been received as at the end of March, 1981, are enclosed in statements II. Laid on the Table of the House. Placed in Library. [See No. LT-3463/82].

(b) The tentative details of the rural electrification programme in North and North-Eastern Region States during the year 1982-83 are shown in a statement III. Laid on the Table of the House. Placed in Library. (See No. LT-3463/82). The rural electrification schemes are formulated and implemented by the State Electricity Boards.

### हिन्दुस्तान लीवर लिमिटेड

1612. श्री राम स्वरूप राम : क्या विधि, न्याय और कम्पनी कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि हिन्दुस्तान लीवर जैसी बहुराष्ट्रीय कम्पनियों का साबुन, टूथपेस्ट आदि जैसी उपभोक्ता वस्तुओं के उत्पादन पर भारी नियंत्रण है;

(ख) क्या यह भी सच है कि ऐसी कम्पनियों के भारी नियंत्रण को कम करने के लिये, इस बात को सुनिश्चित करने हेतु कि किसी कम्पनी का एकाधिकार न हो, एकाधिकार तथा अवरोधक व्यापारिक व्यवहार अधिनियम के उपबन्ध किया जाना आवश्यक है;

(ग) यदि उपर्युक्त भाग (क) और (ख) के उत्तर स्वीकारात्मिक हैं, तो हिन्दुस्तान

लीवर के भारी नियंत्रण को कम करने के लिये सरकार की क्या कार्यवाही करने का विचार है ?

विधि, न्याय और कंपनी कार्य मंत्रालय में राज्य मंत्री (श्री ए० ए० रहीम) : (क) साबुन तथा सिन्थेटिक डिटरजेंट्स के निर्माण में, एकाधिकार तथा अवरोधक व्यापारिक व्यवहार कम्पनी म० हिन्दुस्तान लीवर लिमिटेड का इन सामानों के क्षेत्र में कुल उत्पादन का लगभग 45 प्रतिशत भाग है।

(ख) तथा (ग) विस्तार अथवा नवीन उपक्रमों की स्थापना, के प्रस्तावों की बाबत, एकाधिकार तथा अवरोधक व्यापारिक व्यवहार अधिनियम के उपबन्ध उन्नकम्पनियों पर लागू होते हैं, जिन का इस अधिनियम के अन्तर्गत पंजीकृत किया जाना अपेक्षित हो, हिन्दुस्तान लीवर लिमिटेड इसी प्रकार की कम्पनी है। इस प्रकार के घरानों के सार्वानन्द विस्तार अथवा नवीन उपक्रमों की स्थापना के प्रस्तावों पर सरकार द्वारा, इस अधिनियम के सामाजिक-आर्थिक उद्देश्यों, जिन में निर्धारित है कि आर्थिक प्रणाली का संचालन, जननहित के विरुद्ध, आर्थिक शक्ति के संकेन्द्रण की ओर अन्वेषित न करे, को दृष्टि में रखते हुए सम्बन्धित आधार सामग्री के सापेक्ष में सतत परीक्षा की जाती है।

### Coal Dumps

1613. SHRI AJIT KUMAR SAHA: Will the Minister of ENERGY be pleased to state:

(a) the methods of selection of sites and of dealers for coal dumps—State-wise figures and district-wise figures in West Bengal;

(b) quantum of coal delivered to and distributed from such dumps;

(c) effect on price and availability of coal to domestic consumers; and

(d) complaints, if any, by retail dealers of coal and their future role?

**THE MINISTER OF STATE IN THE DEPARTMENT OF COAL IN THE MINISTRY OF ENERGY (SHRI GARGI SHANKAR MISHRA):** (a) and (b): The sites for dumps for distribution of coal and soft coke are selected based on the requirements of the area and the availability of a suitable place for opening a Dump. Coal India does not appoint any dealer to operate the Dumps. However, certain handling agents are appointed to unload and load soft coke trucks/

railway wagons. The selection of these dump operators is made after due scrutiny by a Committee after inviting tenders in accordance with the normal policy of the coal company. There are 13 Dumps operating in West Bengal today. The information regarding total sales from these Dumps during the period April '81 to January '82 is enclosed as Statement.

(c) and (d). Necessary information is being collected and will be laid on the Table of the House.

#### Statement

Name of the Stockyard	Sales during the Period April' 81—Jan.'82	Tonnes
1. Sonai	148564	Soft Coke
2. Ghetla	65555	„
3. Ulta Danga	32420	„
4. Howrah	29081	„
5. Shibpur I	16268	„
6. Shibpur II	43341	„
7. Midnapore	5595	Soft Coke
	2021	Coal
8. Malda	1871	Soft Coke
	284	Coal
9. Krishnanagar	634	Coal
10. Behrmpur	12	Soft Coke
	691	Coal
11. Siliguri	801	Soft Coke
	12630	Coal
12. Barrackpore	1045	Soft Coke
13. Burdwan	Stock of 2210 tonnes	of coal are held up at this stockyard.

#### Thermal Plants in Rajasthan

**1614. SHRI KRISHNA KUMAR GOYAL:** Will the Minister of ENERGY be pleased to state:

(a) the installed capacity of Thermal Plants in Rajasthan;

(b) whether the State has chalked out a plan to set up thermal plants all over the State; and

(c) whether the stage I, stage II and other units of Kota Thermal Power Project had been set up, if so, the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI VIKRAM MAHAJAN):** (a) At present there is no major thermal plant in Rajasthan. There are however, small thermal units at different places in the State whose installed capacity is 20 MW. (derated capacity).

Besides, Rajasthan has a share of 125 MW in the Satpura Thermal Project located in Madhya Pradesh.

(b) A project report for a lignite based Thermal Power Station at Palana comprising two units of 60 MW each was received from RSEB. It has been accorded techno-economic clearance by Central Electricity Authority.

RSEB have intimated the CEA that necessary investigations for future power stations are in progress.

(c) The first Stage of the Kota Thermal Power Project comprising two units of 110 MW each is under execution. The first unit is expected to be commissioned in June 1982, and the second unit in November, 1982. The second stage was sanctioned in October, 1980, and its two units are likely to be commissioned in 1985-86.

#### Export of Chlorinated Paraffin

**1615. SHRI K. A. RAJAN:** Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government have examined the possibility of exporting Chlorinated Paraffin based on Heavy Normal Paraffin, a bye-product from L.A.B. plant of Indian Petrochemical Corporation Ltd., Baroda; and

(b) if not, the reasons therefor?

**THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR):** (a) and (b) One of the products of Indian Petrochemical Corporation Limited, namely, Heavy Normal Paraffin (HNP) is used for the manufacture

of chlorinated paraffin. At present there is no ban on the export of Chlorinated Paraffin.

#### Import of Newsprint

**1616. SHRI NAVAIN RAVANI:** Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether it is a fact that newsprint is being imported to meet our demand;

(b) the total quantity of newsprint imported during the last three years, year-wise and at which rate;

(c) whether it is a fact that the price of imported newsprint has gone up by 85 per cent during the last three years;

(d) whether it is also a fact that due to this rise, the Press in India will soon become a sick industry; and

(e) in view of the fact whether Government of India will consider to give some relief to the Press to save this industry?

**THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI ARIF MOHD. KHAN):** (a) Yes, Sir.

(b)

	MT
1978-79 . . . .	2,33,000
1979-80 . . . .	3,12,000
1980-81 . . . .	3,06,000
1981-82 . . . . (upto Jan. 82)	2,84,443

Rates of imported newsprint fluctuate and differ from contract to contract.

(c) No, Sir.

(d) and (e). Do not arise.

12 hrs.

RE. QUESTION OF PRIVILEGE

PROF. MADHU DANDAVATE (Rajapur): I insist that on 21st of December I had given notice of Privilege against the former Law Minister. (Interruption) Let me complete my submission because the matter cannot be ended. (Interruptions). Please don't disturb the Speaker.

अध्यक्ष महोदय : आप को दिया नहीं  
या, प्रोफेसर साहब ।

PROF. MADHU DANDAVATE: That is what I want to point out to you. I have been given a note by the former Law Minister. (Interruptions) It cannot be discussed in the Chamber. It is a public matter. Please listen to me. It is a public matter. It is a conflict between the norms laid down by the Constitution and the practices of the Law Minister. (Interruptions).

MR. SPEAKER: No, Sir. I will stick to my decision....

PROF. MADHU DANDAVATE: Let me complete at least. It has never happened that Privilege is given below the carpet, Sir. Let me tell you what exactly is the position, what I have received.

MR. SPEAKER: Whatever I am doing, I am doing according to the precedents.

SHRI SATISH AGARWAL (Jaipur): Not under the carpet. (Interruptions)

PROF. MADHU DANDAVATE: I will quote the precedent for your information to refresh your memory. Sir, what is the point? You please try to understand: What your Secretariat has done, you try to understand the Secretariat has sent to me a note prepared by the former Law Minister.

I am not satisfied. Sir, he is quoting the Home Ministry. But the Home Ministry is living wrong information. (Interruptions)

MR. SPEAKER: You come to me.

PROF. MADHU DANDAVATE: It contradicts with the Election Commission's letter. It contradicts with the Constitution.

MR. SPEAKER: No. Not allowed.

(Interruptions)

PROF. MADHU DANDAVATE: Sir, are you not going to allow this privilege issue? In the past whenever you rejected it, you have always given the reasons why the privilege issue is being rejected.

MR. SPEAKER: No question. No reasons are given.

PROF. MADHU DANDAVATE: But what is the position? Let me know for future guidance.

AN HON. MEMBER: At least allow him...

PROF. MADHU DANDAVATE: At least for future guidance let us know.

MR. SPEAKER: I shall discuss with you. You can get this guidance.

PROF. MADHU DANDAVATE: Guidance in the Chamber—what is the use? It is not a private affair. It is a privilege motion in a public sector, not a private sector. I cannot come in the Chamber.

AN HON. MEMBER: Why don't you allow him to make his submission?

MR. SPEAKER: Chamber is not private; it is yours.

(Interruptions)

PROF. MADHU DANDAVATE: It has never happened....

(Interruptions)

PROF. MADHU DANDAVATE: It is a very serious matter with far-reaching consequences. The Constitutional provisions are violated by the Law Minister.

MR. SPEAKER: No.

PROF. MADHU DANDAVATE: The Election Commission has contradicted him through official letter. Home Ministry's minutes are with me....

MR. SPEAKER: Not allowed.

PROF. MADHU DANDAVATE: ... that deployment of Police Force cannot be made....

MR. SPEAKER: No, Sir. I cannot budge....

(Interruptions)

PROF. MADHU DANDAVATE: Can you give the reasons at least why the privilege motion is not allowed?

MR. SPEAKER: No question.

SHRI SUNIL MAITRA (Calcutta North East): Wrong information has been given in the Law Minister's statement....

(Interruptions)

PROF. MADHU DANDAVATE: Whenever privilege notice has been disposed of by the Speaker, always statement is made by the Speaker why this is not admitted....

MR. SPEAKER: No please, not allowed.

Papers to be laid.

Shri Shiv Shankar.

12.05 hrs.

### PAPERS LAID ON THE TABLE

REVIEWS AND ANNUAL REPORTS OF BRIDGE AND ROOF CO. (I) LTD., FOR 1979-80, INDO-BURMA PETROLEUM CO. LTD., AND BALMER LAWRIE AND CO., CALCUTTA FOR 1980-81, BIECCO LAWRIE LTD. CALCUTTA FOR 1980-81 AND CENTRAL INSTITUTE OF PLASTICS ENGINEERING AND TOOLS MADRAS FOR 1980-81 WITH STATEMENTS FOR DELAY AND STATEMENT GIVING REASONS FOR NOT LAYING ANNUAL REPORT OF BRIDGE AND ROOF CO., CALCUTTA FOR 1980-81

THE MINISTER OF CHEMICALS, PETROLEUM AND FERTILIZERS (SHRI P. SHIV SHANKAR): I beg to lay on the Table (1) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:—

(a) (i) Review by the Government on the working of the Bridge and Roof Company (India) Limited, Calcutta, for the year 1979-80.

(ii) Annual Report of the Bridge and Roof Company (India) Limited, Calcutta, for the year 1979-80 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT-3410/82]

(b) (i) Review by the Government on the working of the Indo-Burma Petroleum Company Limited, Calcutta, and its subsidiary company viz., Balmer Lawrie and Company Limited, Calcutta for the year 1980-81.

(ii) Annual Report of the Indo-Burma Petroleum Company Limited, Calcutta and its subsidiary company viz., Balmer Lawrie and Company Limited, Calcutta, for the year 1980-81 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT-3411/82.]

(c) (i) Review by the Government on the working of the Biecco Lawrie Limited, Calcutta, for the year 1980-81.

(ii) Annual Report of the Biecco Lawrie Limited, Calcutta, for the year 1980-81 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon.

(2) Three statements (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above. [Placed in Library. See No. LT-3412/82.]

(3) (i) A copy of the Annual Report (Hindi and English versions) of the Central Institute of Plastics Engineering and Tools, Madras, for the year 1980-81 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Central Institute of Plastics Engineering and Tools Madras, for the year 1980-81.

(4) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above. [Placed in Library. See No. LT-3413/82].

(5) A statement (Hindi and English versions) explaining reasons for not laying the Annual Report of the Bridge and Roof Company (India) Limited, Calcutta, for the year 1980-81 within the stipulated period of nine months after the close of the Accounting Year. [Placed in Library. See No. LT-3414/82.]

**PROF. KUP CHAND PAL:** I have given a Privilege motion.

**MR. SPEAKER:** I will see to it.

**श्री राम विलास पासवान :** अध्यक्ष जी, हम ने एडजर्नमेंट मोशन दिया है, दिल्ली के हस्पताल में नक्क बन रहा है, रोगी मर रहे हैं . . . .

**अध्यक्ष महोदय :** बैठ जाइये आप,

I will discuss with you.

**SHRI NIREN GHOSH:** Sir, two Air India Boeing have been grounded due to water in fuel. Plans could be wrecked and passengers killed....

(Interruptions)

**MR. SPEAKER:** Why cannot you listen? Why don't you listen?

(Interruptions)

**श्री अटल बिहारी वाजपेयी :** जब मकालू के तार काटे गए तो होम मिनिस्टर एकदम आये सदन में बधान देने के लिये। यह सीवर में पानी कैसे मिल गया . . . .

**MR. SPEAKER:** Why don't you listen?

**श्री अटल बिहारी वाजपेयी :** आप हमारी सुनते नहीं।

**अध्यक्ष महोदय :** आप की बात कह रहा हूँ।

**श्री अटल बिहारी वाजपेयी :** मैंने कहा ही नहीं तो आप कहेंगे कैसे ?

**अध्यक्ष महोदय :** जो आप कह रहे हैं, म उसी की बात कर रहा हूँ। मैंने कहा है,

I have under consideration. I will take it up tomorrow morning.

**SHRI ATAL BIHARI VAJPAYEE:** It is a very serious matter.

**MR. SPEAKER:** It is a very serious matter. That is why I am admitting a Calling Attention tomorrow. That is what I am saying. You don't listen.

**श्री अटल बिहारी वाजपेयी :** अगर बैलट मैं मेरा नाम नहीं आया तो ?

**SHRI HARIKESH BAHADUR:** Sir, the Indian High Commissioner in Bangla Desh has been humiliated and he has been insulted. (Interruptions)

[Shri Harikesh Bahadur]

It is a very serious matter of grave consequence. I have given a Calling Attention Motion on this subject.

(*Interruptions*)

NOTIFICATION re. SUPPLY OF FERTILIZERS UNDER ESSENTIAL COMMODITIES ACT, 1955

THE MINISTER OF AGRICULTURE AND RURAL DEVELOPMENT AND CIVIL SUPPLIES (RAO BIRENDRA SINGH): I beg to lay on the Table a copy of Notification No. G.S.R. 601(E) (Hindi and English versions) published in Gazette of India dated the 16th November, 1981 indicating the supplies of fertilizers to be made by domestic manufacturers of fertilizers to various States/Union Territories/Commodity Boards during the period 1st August, 1981 to 31st January, 1982, under sub-section (6) of section 3 of the Essential Commodities Act 1955. [Placed in Library. See No. LT-3415/82.]

श्री रामावतार शास्त्री : अध्यक्ष महोदय।  
मैंने नोटिस दिया है कि कल नार्थ ऐवेन्यू में  
कोई भी टेलीफोन काम नहीं कर रहा है।  
आप इस बारे में सरकार से स्टेटमेंट दिलवाइए।

M. SPEAKER: I have got the reply and I have taken action.

NOTIFICATION re. CORRIGENDUM TO NOTIFICATION DATED 10-10-81 UNDER INDIAN TELEGRAPH ACT, 1885

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATION (SHRI YOGENDRA MAKWANA): I beg to lay on the Table a copy of Notification No. G.S.R. 1141 published in Gazette of India dated the 19th December, 1981 containing corrigendum to the English version of Notification No. G.S.R. 920 dated the 10th October, 1981, under sub-section (5) of section 7 of the Indian Telegraph Act, 1885. [Placed in Library. See No. LT-3416/82.]

NOTIFICATIONNS UNDER CUSTOMS ACT, 1962

THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE (SHRI JANARDHANA POOJARY): I beg to lay on the Table a copy each of the following Notifications (Hindi and English versions) under section 159 of the Customs Act, 1962:—

(1) Notification No. 78/82-Customs [G.S.R. 233(E)] and 79/82-Customs [G.S.R. 234(E)] published in Gazette of India dated the 1st March, 1982 together with an explanatory memorandum regarding exemption to ethylene dichloride when imported into India for the manufacture of polyvinyl chloride resins from the whole of the basic, additional and auxiliary duties of customs leviable thereon.

(2) Notification No. 80/82-Customs [G.S.R. 235(E)] and 81/82-Customs [G.S.R. 236(E)] published in Gazette of India dated the 1st March, 1982 together with an explanatory memorandum regarding exemption to deadburnt magnesite from basic customs duty in excess of forty per cent *ad valorem* and auxiliary customs duty upto 30th April, 1983.

(3) Notification No. 82/82-Customs [G.S.R. 237(E)] published in Gazette of India dated the 1st March, 1982 together with an explanatory memorandum superseding notification No. 241/81 and fixing the effective rate of basic customs duty at twenty per cent *ad valorem* and continuing the exemption from additional duty on pig iron.

(4) Notification No. 83/82-Customs [G.S.R. 238 (E)] published in Gazette of India dated the 1st March, 1982, together with an explanatory memorandum regarding continuance of the existing exemption of auxiliary duty on pig iron. [Placed in Library. See No. LT-3417/82.]

12.08 hrs.

## MESSAGE FROM PRESIDENT

MR. SPEAKER: I have to inform the House that I have received following message dated the 1st March, 1982 from the President:

"I have received with great satisfaction the expression of thanks by the Members of the Lok Sabha for the Address which I delivered to both Houses of Parliament assembled together on 18th February, 1982."

(*Interruptions*)

SHRI HARIKESH BAHADUR (Gorakhpur): Sir, I would like to know whether the External Affairs Minister has been instructed to make a statement regarding the humiliation and insult of the Indian High Commission in Bangladesh.

श्री राजेश कुमार सिंह (फिरोजाबाद)  
अध्यक्ष महोदय, इस का मुल्क के मुकाद से  
सम्बन्ध है। आप इस पर विवार करें।

अध्यक्ष महोदय : जो भी इमार्टेटिं  
बात होती है, उस पर विवार होता है।  
लेकिन एक ही दिन में सारी बात नहीं हो  
सकती।

(व्यवधान)

12.09 hrs.

## MATTER UNDER RULE 377

(i) NEED FOR PROVIDING FACILITIES FOR CONSTRUCTION OF SMALL CINEMA HOUSES TO GIVE EMPLOYMENT TO EDUCATED YOUTH IN WEST BENGAL

SHRI SATYAGOPAL MISRA (Tamluk): Sir, the incidence of large-scale unemployment in West Bengal and the

acute need for opening up new opportunities for gainful work attuned to the inclinations and genius of the local people. In this State, a considerable number of talented young people would like to use their creative energy for the production of films, which also has large employment potential. Unfortunately, such creative ventures get inhibited because of the lack of sufficient outlook. Most of the cinema houses in this State are controlled by a limited number of exhibitors, who are more inclined to cater to the more lurid products coming out of Bombay and other places than to what are produced by local talent. One way tackling the problem would be to encourage the construction of large number of small cinema houses with a seating capacity—not exceeding, say, five hundred. Many young people would be willing to build such cinema houses, only provided some of the concessions available to other small-scale industries—including bank finance at concessional rates—are also made available to them.

In this connection, I may draw the attention of the House that the West Bengal Government has sent representations in this matter to the Industry Ministry, but the response has not been encouraging.

Under these circumstances, I urge upon the Government to re-examine the matter and agree to recognise the activity of construction of cinema houses upto a certain specification, a small scale industrial operation.

I demand that the concerned Minister make a statement in the House in this regard.

(ii) NEED FOR PROVIDING EMPLOYMENT TO THE LANDLESS AND SCHEDULED CASTES AND SCHEDULED TRIBES PEOPLE OF DROUGHT AFFECTED AREAS OF MIRZAPUR, BANARAS AND ALLAHABAD DISTRICTS.

श्री उमाकांत मिश्र (मिर्जापुर) :

अध्यक्ष महोदय, मिर्जापुर, बनारस, इलाहाबाद थे विद्युत के दक्षिण के पहाड़ी ग्रामीण क्षेत्रों में, जहां समय से वर्षा न होने

[**श्री उमाकांत मिश्र**]

के कारण आंशिक सूखे की स्थिति है खेति-हर मज़दूरों, आदिवासियों, हरिजनों के लिए रोजगार का अभाव हो गया है। रोजगार न मिलने के कारण इन क्षेत्रों के कई हजार लोग जीविका की तलाश में गांव छोड़ कर दर-दर भटक रहे हैं। उनके लिए परिवार का भरण-पोषण कठिन हो गया है। मिर्जापुर में हलिया, लालगंडा मड़िहान, घोरावल, राबर्द्सगंज, नगवा, चतरा, पोपन आदि ब्लाक, बनारस में नोगड़, बकिया ब्लाक, इलाहाबाद में मांडा, कोरांव ब्लाक में तत्काल राष्ट्रीय ग्रामीण रोजगार योजना के अन्तर्गत बंधियों, नहरों, सड़कों, पुल-पुलियों, स्कूल भवनों आदि का निर्माण-कार्य तेज़ी से प्रारम्भ कराए जाने की आवश्यकता है, जिससे उक्त क्षेत्र के ग्रामीण मज़दूरों को रोजगार मिल सके तथा साथ-साथ उपयोगी निर्माण कार्य भी सम्पन्न हो सकें। अन्यथा उक्त क्षेत्रों में मुख्मरी की स्थिति उत्पन्न हो होने की संभावना है। आशा है सरकार तकाल कदम उठायेगी।

12.11 hrs.

[**MR. DEPUTY-SPEAKER in the Chair**].

(iii) CONTINUOUS INCREASE IN THE PRICE OF VANASPATI GHEE.

**प्रो० निर्मला कुमारी शक्तावत (चितोड़-गढ़)** : उपाध्यक्ष महोदय, मैं आपकी आज्ञा से नियम 377 के अन्तर्गत निम्नलिखित विषय की ओर सरकार का ध्यान दिलाना चाहती हूँ।

उपभोक्ता वस्तुओं में वनस्पति घी के मूल्यों में चिन्ताजनक वृद्धि होती जा रही है। इस समय मूल्य सूचक ग्राफ निरन्तर ही बढ़ रहा है। अभी हाल ही में 24 रु० प्रति टिंग वृद्धि और हुई। इससे आम

जनता के दैनिक प्रयोग में चिकनाई का स्थान रुखाई लेती जा रही है।

सरकार को आम उपभोक्ताओं को राहत दिलाने के लिए वनस्पति उद्योगों को चेतावनी देनी चाहिए कि वह मूल्यों में कमी लावें। आज स्थिति यह है कि आयातित तेल जो राज्य व्यापार निगम के द्वारा वनस्पति उद्योगों को वितरित किया जाता था अब कम हो गया है। इससे भी वनस्पति उद्योगों पर से सरकार का नियन्त्रण कम हुआ है। मूल्य वृद्धि का कारण जमाखोरी भी है। कई व्यक्ति कृतिम अभाव पैदा करने के लिए वनस्पति तेल को दबा लेते हैं। ऐसे जमाखोरों से सरकार शक्ति से निपटे। सरकार को खाद्य तेलों का बफर स्टाक भी बनाना चाहिए। अच्छी फसल होने पर तथा आयात करके जिससे अच्छी फसल न होने पर भी नियन्त्रण रखा जा सकता है। वितरण प्रणाली को भी पुनः सक्षम बनाने की आवश्यकता है ताकि आम उपभोक्ताओं को राहत मिल सके।

(iv) BAN IMPOSED BY SAUDI GOVERNMENT ON HAJ PILGRIMS, ENTRY INTO SAUDI ARABIA BEFORE ID-UL-ZUHA

**SHRI ZAINUL BASHER (Ghazi-pur)**: Sir, the Saudi Arabian Government have imposed a ban on the entry of Haj pilgrims before Id-Ul-Zuha. This has hurt the sentiments of a large number of Muslims all over the World including Indians. It is considered very auspicious in Islam to spend a month of Ramzan at the holy land of Prophet. I urge upon the Government to take up this matter with the Saudi Arabian Government to persuade them to allow the Haj pilgrims before Ramzan.

A large number of Indian Muslims prefer to go to the pilgrimage before Ramzan. If the ban by the Saudi Arabian Government continues, they will not be able to go there to spend their

Ramzan. It is feared that due to the short span of time available to the Haj pilgrims their number is bound to be reduced considerably because as per the present arrangement usual number of pilgrims cannot be shifted to the Saudi Arab. It would, therefore, be necessary for the Government to arrange more ships so that usual number of pilgrims can go there. At present only the services of two ships are being utilised for Haj pilgrims. More ships will now be required for this purpose. Apart from the ships, a large number of pilgrims will have to be accommodated by the air services.

I urge upon the Government to ensure that the number of pilgrims going for Haj pilgrimage should not be reduced because of the ban imposed by the Saudi Arabian Government. The necessary arrangement should be made to carry the traditional number of pilgrims to Saudi Arab.

(v) NEED FOR MAINTAINING SENIORITY OF ENGINEERS FROM EX-HYDERABAD STATE TRANSFERRED TO MAHARASHTRA

SHRI UTTAM RATHOD (Hingoli): Sir, under the States Reorganisation Act, the Government staff was assured of their postings on the same post they had held earlier in the States that were allotted. Unfortunately, in the case of engineers from ex-Hyderabad State, persons who were directly recruited as Class II officers by the ex-Hyderabad State Public Service Commission were denied their seniority and promotions. These engineers filed a writ petition No. 112-114 of 1968 in the Supreme Court of India which also gave a judgment in their favour on 29th September, 1969. All the efforts of these engineers to get their grievances redressed in spite of the Supreme Court judgement have failed.

The Central Government should direct the Government of Maharashtra to do justice in the light of the Supreme Court Judgement to the engineers who have been transferred to their State due to States Reorganisation Act.

(vi) NEED FOR REMOVAL OF ANAMOLY IN THE DATES OF HOLIDAYS FOR DUSSEHRA AND DIWALI IN 1982

DR. VASANT KUMAR PANDIT (Raigarh): The year 1982 is galore with interesting discussions and uncertainties due to certain astronomical and astral combinations. One such incident has created a strange anomaly. A stellar event, occurring after 19 years, has laid to a major controversy concerning the correct dates for Dussehra and Diwali. Based on the Central Government Almanac (Panchang-Patra), the Government has declared September 27 and October 16 as holidays for the festivals of Dussehra and Diwali. It is a well-known fact that the Indian Astronomical Ephemeris compiled some years back by the Calendar Reform Committee has no following, nor public acceptance due to the basic differences on the issue of Sayana and Nirayana calculations. This dialogue has been there for over 70 years since the beginning of this century and even during the time of Lokamanya Tilak, who tried to popularise the Tilak Panchang.

Over 200 famous astrologers, representatives of Shankaracharyas, Dharma-Shastries and Pandits from all over the country met at Ahmedabad last year and decided the issue in favour of October 27 and November 15 as the proper dates for Dussehra and Diwali festivals. The State Government of Gujarat, Bihar, Maharashtra, Karnataka, Rajasthan, Orissa and West Bengal have accepted the verdict of All India Astrologers and Pandits taken at Ahmedabad under the auspices of the Veda-Shala Organisation.

If the Government, therefore, does not reconsider its decision and change the date for these festival holidays, people of Delhi and some Northern States will celebrate a different Dussehra and Diwali, while the country will be witnessing two Dussehra and Diwalis. I call upon the Government to resolve this issue as early as possible and remove the anomaly. The

[Dr. Vasant Kumar Pandit]

decision has to be in line with the Dharma-Shastri findings and should not be confused with the system of Astral calculations which has rightly or wrongly no following in general public and not backed by the astrologers, Shankaracharyas and Dharma Shastries. An early statement in Parliament on the Government's decision is very necessary on this issue.

(vii) NEED FOR REORGANISATION OF DAIRY BOARD AND CORPORATION

SHRI HARIKESH BAHADUR (Gokhpur): There have been serious disclosures over the last three years in respect of lop-sided development and implementation of Dairy Development Projects. Large-scale diversion of funds have been reported affecting seriously milk production in the country and leading to dependence on imports. There has also been large-scale imports of dairy equipment. Under Operation Flood-I, one State of Gujarat has been given Rs. 21/- crores as against about Rs. 20/- crores for four important States of U.P., Rajasthan, Haryana and Punjab put together. Despite all this, there is a complete failure of milk production only in the State of Gujarat. Under Operation Flood-II, these disparities are being further aggravated due to failure of the Government to check these activities. This calls for thorough reorganisation of Dairy Board and Dairy Corporation. This is a very important issue. Therefore, the Government should take immediate steps to improve the situation.

(viii) NEED FOR EXEMPTION IN EXCISE DUTY ON DIESEL FOR SMALL FISHING TRAWLERS OPERATING IN MAHARASHTRA, GUJARAT AND GOA

PROF. MADHU DANDAVATE (Rajapur): The fishermen from Maharashtra, Gujarat and Goa have come to Delhi to place their grievances before the Government. The Prime Minister has agreed to meet them and accept their memorandum. The fishermen

have earlier communicated their grievances to the Minister for Agriculture.

They have drawn the attention of the Government to the hardships caused to their fishing operations due to increase in the prices of diesel oil on account of excise duty. They have reminded the Government that though there was total exemption of excise duty on diesel in the case of big trawlers, equipped with marine engines of more than 150 HP capacity on the basis of Central Government notification, such exemption was not available for poor fishermen owning mechanised boats of smaller horse power. The fishermen have demanded that exemption on excise duty should be given to those poor fishermen as well and adequate subsidies should be given to them.

I request that the Government should make a statement on the legitimate demands of the fishermen.

SHRI RAVINDRA VARMA (Bombay North): Mr. Deputy-Speaker, Sir, I crave your indulgence to make a submission about this matter which is raised under rule 377. Government generally takes considerable time to make its response.

MR. DEPUTY-SPEAKER: No. You write to the Government and convey it to them.

SHRI RAVINDRA VARMA: But since this is a matter of urgent importance which affects the life, work and incomes of poor fishermen, your good officer may be used to request Government to give an early and sympathetic response.

(ix) NEED FOR ENSURING REMUNERATIVE PRICES OF GUR TO FARMERS

श्री डॉ. सिंह (फूलपुर) : पार्षद महोदय, मैं एतद् द्वारा माननीय कृषि मंत्री जी का ध्यान एक बहुत महत्वपूर्ण कृषि उत्पादन 'गुड़' की कीमतों की ओर आकर्षित

करना चाहता हूँ। इस वर्ष अप्रत्याशित रूप से गुड़ की कीमतें गिर रही हैं, जिससे सामान्य किसानों, विशेषकर छोटे किसानों की दशा बड़ी चिन्ताजनक हो गई है। गुड़ ऐसा उत्पादन है, जिससे छोटे किसान कुछ नकदी आय कर लेते हैं लेकिन इस वर्ष सारा गुड़-गोबर हो रहा है। पुनर्गवृत्ति की आवश्यकता नहीं है कि देश की उन्नति किसानों की उन्नति से सम्बद्ध है। सम्भवतः सरकार इस गलत धारणा को विस्मृत नहीं कर पा रही है कि कृषि उत्पादों की अच्छी कीमत मिलने से बड़े किसानों को ही लाभ होता है। छोटा किसान उत्पादन प्राप्त होने के तत्काल पश्चात् उसे विक्रय कर देता है जब कि बड़े किसान कुछ समय तक प्रतेक्षा भी कर सकते हैं। ऐसी स्थिति में सरकार द्वारा समर्थित तथा लाभकारी मूल्य से छोटे किसानों को लाभ मिल जाता है। उन अधिकांश क्षेत्रों में, जहाँ चीनी मिलें नहीं हैं, किसान गब्बा उत्पादन करके गुड़ बनाते हैं। सरकार की कोई गुड़ नीति न होने के कारण तथा गुड़ मूल्य की उपेक्षा के कारण किसानों की गाड़ी कमाई की लूट हो रही है और उनकी अपनी परिस्थितियों की मजबूरी का नाजायज फ़ायदा उठाया जा रहा है।

इस वर्ष गुड़ का मूल्य इस समय बहुत गिर गया है तथा दिन प्रति दिन गिरता जा रहा है। कहीं कहीं पर एक रुपया किलोग्राम की दर से बिकने की स्थिति में आ गया है। यदि सरकार तत्काल इस दिशा में कोई कार्यवाही नहीं करती और किसानों के हित में मूल्यों का प्रभावित करने वाले विभिन्न कारकों में आवश्यक सुधार एवं हस्तक्षेप नहीं करती तो किसानों की स्थिति अधिक दयनीय हो जायेगी। गुड़ को गब्बा अनुत्पादक तथा उपभोक्ता क्षेत्रों में ले जाने के लिए आवश्यक परिवहन एवं रेल वेगनों की व्यवस्था, कृतिम अधिक आपूर्ति तथा कम मांग, बैंक अप्रिम

आदि कठिनाइयों के निराकरण का प्रयास सरकार द्वारा होना चाहिए।

मैं माननीय कृषि मंत्री जी से साग्रह अनुरोध करूँगा कि वे गुड़-उत्पादकों की समस्याओं की ओर तत्काल गंभीरतापूर्वक ध्यान द और उन्हें गुड़ का समुचित लाभकारी मूल्य दिलाने की दिशा में आवश्यक प्रयास करें।

12.23 hrs.

#### RAILWAY BUDGET, 1982-83—GENERAL DISCUSSION—contd.

MR. DEPUTY-SPEAKER: Now we take up further discussion on the Budget (Railways)—Mr. Jamilur Rahman, you can continue; but you have got to complete your speech within another four minutes. You have already taken six minutes.

SHRI JAMILUR RAHMAN (Kishanganj): Sir, I come from a very backward district.

MR. DEPUTY-SPEAKER: Every one does so.

श्री जमीलुर्रहमान : महत्वरम डिप्टी स्पीकर साहब, कल तिनमुखिया मेल के बारे में मैं कह रहा था। उस के हालत बड़ी रही है और उस में कुछ सुधार आना चाहिए। अगर आप को इनिफ़ाक से उस गाड़ी में चलने का मौका मिले, तो आप को बाथरूम में जाने में बड़ी कठिनाई होगी। उस गाड़ी में बैठने से आप को पता चलेगा कि उसमें कितनी कठिनाई होती है। ऐसी तरह से बरीनी से जोगवनी वाली जो ट्रेन है और चाहे वह प्रयाग वाली ट्रेन हो या दूसरी कोई ट्रेन हो, उन की हालत बहुत खराब है और उस में अगर आप कुछ सुधार करेंगे, तो अच्छी बात होगी।

MR. DEPUTY-SPEAKER: Mr. Rahman, you can finish your speech within

[Mr. Deputy Speaker]

five minutes; if every hon. Member speaks about his own constituency, the Minister will also be able to reply, whether he gives negative or positive response. You don't cover the entire India. Speak only about your constituency.

श्री जमीलुर्रहमान : मैं जनरल बातों के बारे में बोलूँगा। 2 मिनट इस में खंड हो गये हैं, इसलिए 2 मिनट का मुझे और समय दीजिए।

जी० आर० प० वगैरह के बारे में बातें हो चुकी हैं। जो एक्सीडेंट्स की बात कही गई है, वह ठीक है और मैं भी मानता हूँ कि एक्सीडेंट्स हुए हैं लेकिन इन के पीछे कई रीजन्स हैं।

पहला तो यह है कि मेण्टीनेन्स आफ ट्रैक्ट और मेण्टीनेन्स आफ कोचेज जो होना चाहिए, वह नहीं हो रहा है। मेण्टीनेन्स आफ ट्रैक्ट और कोचेज में खराबी यह आ गई है कि जहां पर गुड्स ट्रैन में 50 टन सामान लोड करते थे, उस को अब बढ़ा कर 55 टन कर दिया जाया है। ऐसा करने से डिब्बे भी खराब हुए हैं और ट्रैक्ट का भी नुकसान हुआ है। यह ठीक है कि ऐसा करने से लोडिंग के फोर्गर्स बढ़ गये हैं लेकिन ट्रैक्ट का कितना नुकसान हुआ है और डिब्बों का कितना नुकसान हुआ है, इस का आप अन्दाज़ा लगा सकते हैं।

दूसरी बात यह है कि वर्कशाप की मेण्टीनेन्स अच्छे तरीके से होनी चाहिए, जिस से ट्रैक्ट पर गाड़ी ठीक से चलें।

एक मैं सुझाव देना चाहता हूँ कि जहां और बड़ी-बड़ी बातें हो रही हैं वहां आप सारी रेलवेज का एक ही आल इंडिया सर्विस कमीशन बनाइये। आपके आई०

ए० एस०, आई० पी० एस० और आई० एफ० एस० का एक ही कमीशन है फिर आपका एक कमीशन क्यों नहीं हो सकता। आप क्लास वन, क्लास टू और क्लास थ्री सभी का एक ही रेलवे सर्विस कमीशन बनाइए। अब क्या होता है कि आपके जो अलग-अलग रेलवे सर्विस कमीशन हैं, असम रेलवे सर्विस कमीशन है वे सब अपने अपने लोगों को भर्ती कर रहे हैं। इसमें करप्शन का हंगामा जो है वह तो होता ही, वह किसी से छिपी बात नहीं है, इसमें डिस्क्रिमिनेशन भी होता है। इसलिए मैं गुजारिश करूँगा कि आप एक आल इंडिया सर्विस कमीशन बनाइये ताकि लोगों के साथ डिस्क्रिमिनेशन न हो।

अलाटमेंट आफ वेंगंस के बारे में अखबारों में काफी आता है। मैं आपसे कहना चाहता हूँ कि आप इस पर कड़ी निगाह रखें। छोटे ट्रेडर को वेंगंस मिलने चाहिए, बड़े-बड़े ट्रेडर्स तो वेंगंस ले जा हीं रहे हैं। आप छोटे-छोटे ट्रेडर्स को अलाटमेंट आफ वेंगंस ज्यादा करें ताकि उनका रोजगार और धंधा आगे चले।

आपके जोन्स में वर्क-लोड बहुत ज्यादा है। इसलिए मेरी गुजारिश है कि आप जोन्स को बढ़ाइये। इस से आपका एडमिनिस्ट्रेशन एफीशियेन्ट होगा। आप बर्गनी, जोगबनी, कटिहार, सिलीगुड़ी और सहर्षा को मिला कर एक जोन बनाइए। इस से उस पिछड़े इलाके में काम और अच्छा होगा और वह काफी आगे बढ़ेगा।

पीछे बुरे दिन हम लोगों ने भी देखे हैं और रेलवे के वर्कर्स ने भी देखे हैं। जब रेलवे में स्ट्राइक हुई थी तो आपके जो वर्कर्स लोयल थे उन वर्कर्स का विकिटमाइज़ेशन हो रहा है। यह विकिटमाइज़ेशन नहीं होना चाहिए। आप के कटिहार, किशनगंज और सिलीगुड़ी पर वर्कर्स का

विकिटमाइजेशन सब से ज्यादा है। मेरहरबानी कर के इस पर गौर फरमाइये।

ब्रिटिश टाइम में अगर किसी को सजा देनी होती थी तो उसको काले पानी भेज दिया जाता था। आजकल आपके रेलवे में भी अगर किसी को सजा देनी होती है तो उस अफसर को एन० एफ० जोन में भेज दिया जाता है। आपके कटिहार और सिलीगुड़ी बहुत इम्पार्ट जंक्शंस हैं। वहां पर आप अच्छे अफसरों को भेजिए। आप इस बात की भी इंक्वायरी कराइये कि वहां एक-एक अफसर लखपति और न जाने क्या-क्या हो गया है। इस पर आपका ध्यान जाना चाहिए।

आप आर० पी० एफ० एक्ट में तब्दीली कीजिए। आप ला एण्ड आर्डर के लिए जी० आर० पी० पर भरोसा किये हुए हैं। जी० आर० पी० आपके नियंत्रण में नहीं है। आप आर० पी० एफ० एक्ट में तब्दीली कर के उसमें एक ला एण्ड आर्डर विंग बनाइए और एक इन्वेस्टीगेशन विंग बनाइये। इस तरह से आपकी रेलों का काम बहुत अच्छी तरह से चलेगा।

मैं आपको एक सजेशन देना चाहता हूं। आप क्यों नहीं लोन फ्लोट करते हैं। प्लानिंग कमीशन में तो बहुत बुरा हाल है। वहां लोग एयर कण्डीशण कमरों में बैठते हैं। उनको मालूम नहीं कि बेकवर्ड स्टेट्स की क्या हालत है, बेकवर्ड डिस्ट्रिक्ट्स की क्या हालत है, उनके गरीब लोगों की क्या हालत है। आप लोन फ्लोट कीजिए जिस तरह से दूसरे लोग फ्लोट करते हैं। आपके पास भी पैसा आयेगा और उसे आप रेलवे के डेवलपमेंट में लगाइये। आपको भी उस पर इण्ट्रेस्ट देना होगा जैसा कि दूसरे देते हैं। इस मामले पर भी आप गौर कीजिए यह मेरी गुजारिश है।

आपके एक अफसर के बारे में आंध्र प्रदेश हाई कोर्ट ने उस अफसर के हक में फैसला दिया। आपके रेलवे के अफसर इस फैसले के अमल के बारे में डिवाइडिड हैं। बजाय इसके कि हाई कोर्ट के जस्टिश के फैसले पर अमल किया जाये आप एक पब्लिक लिटिंगेंट की तरह लड़ने जाते हैं। आप न लड़िए। किससे लड़ेंगे? अपने एंप्लाई से लड़ेंगे? आपने सुप्रीम कोर्ट में जो मुकदमा कर दिया है, यह नाइंसाफी है। मैं गुजारिश करूँगा कि इस मुकदमे को वापिस लीजिए और हाई-कोर्ट के फैसले को अमल में लाइए और उनका इयू शेयर दीजिए।

आखिर में मैं कहना चाहता हूं कि आप भी बहुत ही ट्रायल-पीरियड से गुजरे हैं; मामला मुसलमानों की बहाली का है। वर्ष 1971 से 1977 तक सदन में बहुत बातें आई हैं। उस बक्त मरहूम ललित बाबू ने कहा था कि मैं जोनल वाइंज कमेटी बनाऊंगा और जो मुसलमानों की हकतलकी हो रही है उसको दूर किया जाएगा। उन्होंने यह भी कहा था कि मैं हर 6 महीने में रिपोर्ट रखूँगा। अब मेरहरबानी करके इस बारे में कुछ कीजिए। हमारी नेता का सेक्युलरिज्म में विश्वास है। वे चाहती हैं कि हरिजन, आदिवासियों, कमज़ोर वर्ग के लोगों, मुसलमानों आदि सब का भला हो। मैं डायरेक्ट सबाल पूछता हूं कि आप बताइए कि करास-वन में कितने मुसलमान अकसर हैं, करास-टू में कितने मुसलमान अकसर हैं, करास-थृ में कितने मुसलमान हैं? इसलिए मैं कह रहा था कि ऐसी फीलिंग न हो कि डिस्क्रिमिनेशन हो रहा है। हम सारे लोग देश की बैकबोन हैं, डिस्क्रिमिनेशन नहीं होना चाहिए। आप खुले जहन के आदमी हैं, 1971 से मैं आपको जानता हूं। आपकी कड़ी निगाह इस ओर जानी

## [श्री जमीलुर्रहमान]

चाहिए। आप देखिए कि हरिजनों, आदिवासियों, बैकवर्ड लोगों और मुसलमानों को उनके हक मिलने चाहिए।

आखिर में एक बात और कहना चाहता हूं और वह यह है कि जोगवनी, जो कि नेपाल बार्डर पर इन्टरनेशनल लाइन है, इन्टरनेशनल स्टेशन है, वहां से कटिहार 103 किलोमीटर है। मोहनतरम विपाठी जी के समय मैंने यह सवाल उठाया था और उनकी बहुत भैरवानी हुई थी। उन्होंने ३०० एस० श्री श्रीवास्तव को आर्डर दिया कि सर्वे कराओ कि क्या हो सकता है। उस समय इन लाइन के कन्वर्शन पर 7 करोड़ का अनुमान लगाया गया था। उनके बाद श्री पाण्डे जी तशरीफ लाए। अब सुना है कि 15-16 करोड़ का खर्च है। इस कार्य के हो जाने से पिलफरेज रुक जायेगा और लोगों में भेलजोल बढ़ेगा, लोग एक दूसरे के ख्यालात को समझ सकेंगे। इन्हिए मैं गुजारिश करूंगा कि इससे 3 करोड़ 8 लाख की आपको इनकम होती है और 4-5 लाख स्पष्टा आप इसके मैटिनेंस पर कुल खर्च करते हैं। वायेबल लाइन है और इन्टरनेशनल बार्डर का सवाल है। मैं एक बात और कह दूं कि यह लाइफ लाइन है। डिफेंस के परपेज से इसका ब्राइडगेज होना बहुत ज़रूरी है। मैं उम्मीद करता हूं कि आपने इसका सर्वे नहीं रोका होगा, यदि गलती से रोक दिया गया है तो मैं पुरजोर अंपील करता हूं कि इसका सर्वे कराकर कटिहार से जोगवनी को जोड़िए।

लास्ट बट नाट दी लीस्ट, मैं अपनी कांस्टीट्युएंसी पर आता हूं। किशनगंज बहुत पुराना है, आप देख लीजिए। अभी भारत-बन्द के दिन मैं वहां पर मौजूद था और पार्टी के आदेश से एक हफ्ते

से वहां पर कथाम किया हुए था। वहां कुछ लोग केटेगरीवाइज यूनियन बनाए, हुए हैं। पहले से बात चल रही है कि वन इंडस्ट्री वन यूनियन। आप इसे लागू कीजिए। इससे आपकी परेशानी भी कम होगी। हम लोग कमिटेड हैं लोगों की खिदमत करने के लिए। केटेगरी-वाइज यूनियन नहीं होनी चाहिए। हम, हमारी पार्टी और हमारे नेता गरीबों की खिदमत करने के लिए कमिटेड हैं। वहां कुछ लोग हैं जिनका मैं नाम लेना नहीं चाहता हूं, कुछ आफिसर्स हैं कटिहार में जो लायल वर्कर्ज को तंग कर रहे हैं, तबाह कर रहे हैं, उनको विक्टिमाइज कर रहे हैं। सिर्फ वही लोग हैं जो पूरे असम को गाड़ियां ले जाते हैं। वहां मैं गाड़ियों को रोक दूं तो सारा असम कट अफ हो जाएगा। किंतु ही असे से असम में हंगामा हो रहा है। असम को हम सारी चीजें दे रहे हैं। असम मुल्क का हिस्ता है। मैं चाहता हूं कि वहां चीजें हमदें। लेकिन नाट एट दी कास्ट आफ किशनगंज नाट एट दी कास्ट आफ, बिहार। ऐसा नहीं होना चाहिए। इस चीज को बरदाश्त नहीं किया जा सकता है। आप किशनगंज की जो दुर्गति हो रही है उनको देखें। लायल वर्कर्ज का वहां विक्टिमाइजेशन हो रहा है। अगर ऐसा होता रहा तो मैं कहे देता हूं कि कम से कम मैं एक अद्दना सा वहां का नुमाइदा इस चीज को बरदाश्त नहीं करूंगा। अफसरों को वहां मनमानी नहीं करने दंगा। लायल वर्कर्ज जिन्होंने गाड़ी के चक्के को जाम नहीं होने दिया, उनको चलाए रखा, अपनी जान पर खेल कर भी गाड़ियों को चालू रखा, उनका अगर विक्टिमाइजेशन होआ तो मैं इसको बरदाश्त करने वाला नहीं हूं। मैं यह भी जानता हूं कि आप भी इसको बरदाश्त नहीं करेंगे, कोई साथी हमारा इसको बरदाश्त नहीं कर सकता है।

रेल मंत्री जी ने जो बजट पेश किया है वह निर्धायत मुनासिब है। उनको कुछ और पैसा मिलना चाहिए। प्लानिंग कमिशन जो ठंडे कमरों में बैठ कर कटौतियां बर देती हैं, इस को हम बरदाश्त नहीं करेंगे। मैं सजैशन देता हूँ कि आप पैसा लेने का कोई तरीका निकालिए। लोन फ्लोट कराइये। आपको दो सौ तीन सौ करोड़ मिल सकता है। इससे रेलों की बढ़ोतरी होगी। रेलवे बोर्ड के लोग अच्छा काम कर रहे हैं। उनको गालियां देने से काम नहीं चलेगा। उनकवड़ हिम्मत से काम करना चाहिए। उनको हिम्मत बढ़ाई जानी चाहिए। उन में अगर कोई तुटि है, कमी है तो हम बन्द कमरे में बैठ कर उस कमी को उनको बता सकते हैं। सारा रेलवे बोर्ड खराब है, ऐसी बात नहीं है। जो खराब काम कर रहे हैं उनको हम बरदाश्त नहीं करेंगे। अगर सभी खराब होते तो इतना गुड़ज ट्रैफिक कैसे बढ़ता, इतनी इनकम कैसे बढ़ती। एंटी सोशल लोगों के लिए ये लोग ज़रूर खराब हैं जो चक्का जाम करना चाहते हैं उनके साथ इनको और ज्यादा सख्त होना चाहिए। पूरी कौम और मुल्क के साथ किसी को मजाक करने नहीं दिया जा सकता है। इसका हमने निश्चय कर लिया है, इसका हम ने फैसला कर लिया है।

मैं आपका शुक्रगुजार हूँ कि आपने मुझे बोलने का मौका इनायत फरमाया है। इस बजट की मैं पुर जोर ताईद करता हूँ। मैं चाहता हूँ कि मुसलमानों के एम्प्लायमेंट के मसले को आप गम्भीरता-पूर्वक लें, उस पर सोचें।

[شُرُّی جمیل الرحمن : مختاروم]  
تھئی اسہمکر صاحب - کل تین سکھیا  
[میل کے بارے میں میں کہہ دھا

تھا - اس کی حالت ہوئی دھی ہے اور اس میں کچھ سدھار آنا چاہئے - اگر آپ کو اتفاق ہے اس گزری میں چلمتے کا موقع ملے تو آپ کو بانہہ دوم میں جانے میں بڑی کمکاؤ ہوئی - اس گزری میں بھتھلے سے آپ کو بڑے چلے کا دے اس میں کتلی کمکاؤ ہوئی ہے - اسی طرح سے بڑوی سے چوکھی والی ترین ہے اور چاہے، ہر بیکار والی ترین ہو یا دوسروی کوئی ترین ہو ان کی حالت بہت خراب ہے اور اس میں اگر آپ کچھ سدھار کریں گے تو اچھی بات ہو گی -

MR. DEPUTY-SPEAKER: Mr. Rahman, you can finish your speech within five minutes; if every hon. Member speaks about his own constituency, the Minister will also be able to reply, whether he gives negative or positive response. You don't to cover the entire India. Speaks only about your constituency.

شُرُّی جمیل الرحمن : میں

جنرل ہاتوں کے بارے میں بولوں گا - دو ملت اس میں ختم ہو گئے ہیں اس لئے دو ملت کا مسجد ہے اور سیمہ دیا جائے -

جو - اور - بھی - وغیرہ کے بارے میں بانہن ہو چکی ہیں - جو ایکسپریس ہے کی بات کوئی کمی ہے وہ تھک ہے اور میں بھی ماننا ہوں کہ ایکسپریس میں دو لئے میں لیکن ان کے بھتھک کئی بیزنس ہیں ہے وہی ہے -

## [شروع جملہ الرحمن]

پہلا تو یہ ہے کہ مہلتوں میں اور تریکٹ اور مہلتوں میں اور کوچھ جو ہونا چاہئے وہ نہیں ہو رہا ہے۔ مہلتوں میں اور تریکٹ اور کوچھ میں خرابی یہ آئی ہے کہ جہاں پر کس ترین میں پہچاس تن سالانہ لود کرتے تھے اس کو اب بڑاکر ۵۵ تن کر دیا کیا ہے ایسا کرنے سے قبیلے بھی خراب ہوئے ہیں اور تریکٹس کا بھی نقصان ہوا ہے۔ یہ تھہک ہے کہ ایسا کرنے سے لوقنگ کے فیکٹس بڑھ کر لہکن تریکٹس کا اتنا نقصان ہوا ہے اور قبوی کا کتنا نقصان ہوا ہے اس کا آپ اندراہ لکھ سکتے ہیں دوسری بات یہ ہے کہ درک شاپ کی مہلتوں میں اچھا طریقہ ہے ہونی چاہئیں جس سے تریکٹس پر گاڑی تھہک سے بچے۔

ایک میں سچھا اور دیکھا چاہتا ہوں کہ جہاں اور بھی بھی باتیں ہو دھی ہیں وہاں آپ سادی دھلویوں کا ایک ہی آل انڈیا سروس کمیشن ہمائے۔ آپ کے آئی۔ اے۔ ایس۔ آئی۔ بھی۔ ایس۔ اور آئی۔ لہف۔۔۔ ایس۔ کا ایک ہی کمیشن ہے پھر آپ کا ایک کمیشن کوں نہیں ہو سکتا۔ آپ کلاس ون کلاس تو اور کلاس تھری سیوں کا ایک ہی دیکھو سروس کمیشن ہمائے۔ اب کہا ہوتا

ہے کہ آپ کے جو الگ الگ دیکھو سروس کمیشن ہیں آسام دیکھو سروس کمیشن ہے وہ سب اپنے لوگوں کو بہتری کر دیں اس میں کمیشن کا ہلکامہ جو ہے وہ تو ہوتا ہے۔ وہ کسی سے چھوپی بات نہیں ہے اس میں دسکریپٹیشن بھی ہوتا ہے۔ اس لئے میں کوادری کوون کا کہ آپ ایک آل انڈیا سروس کمیشن ہمائے تاکہ لوگوں کے ساتھ دسکریپٹیشن نہ ہو۔ الائچہ مہنگا اور ویکٹس کے بارے میں اخہادوں میں کالی آڑا ہے۔ میں آپ سے کہنا چاہتا ہوں کہ آپ اس پر کوئی نکاہیں دکھوں۔ آپ اس پر کوئی نکاہیں دکھوں۔ جھوٹے تریکٹس کو ویکٹس ملٹے چاہئیں۔ بے پر تریکٹس تو ویکٹس لے جا ہو دیے ہیں۔ آپ چھوٹے چھوٹے تریکٹس کو الائچہ مہنگا اور ویکٹس زیادہ کر دیں تاکہ ان کا دوڑگاڑ دھمدا آئے چلے۔

آپ کے ذونس میں درک اور لود بھی زیادہ ہے اس لئے میں کوادری کوادری ہے کہ آپ ذونس کو بچھائے اس سے آپ کا ایڈسٹریکٹیشن ایفیشیلٹ ہو گا۔ آپ بڑونی چوکیلی کلکھاڑ سلی گاڑی اور سیدرسا کو ملا کر ایک ذون ہمائے۔ اس سے اس پچھے علاقے میں کام اور اچھا ہو گا اور وہ کام کافی آئے گا۔

پچھے ہے دن مم لوگوں نے بھی دیکھ کر ہوں اور دیکھو کے ۱۰ کیس

نے ہو دیکھے ہوں جب دیلوے میں استرانک ہولی تھی تو آپ کے جو وکرس لائق تھے ان وکرس کا وکٹی مائیزیشن ہو رہا ہے - یہ وکٹی مائیزیشن نہیں ہونا چاہتے - آپ کے کٹھہار کشن گلیج اور سلی گڈو پر وکرس کا وکٹی مائیزیشن سب سے زیادہ ہے مہربانی کر کے اس پر فور فرمائے -

برنس تائمس میں اگر کسی کو سزا دینی ہوتی تھی تو اس کو الی پانو بھیج دیا جاتا تھا - اج کل آپ کے دیلوے میں بھی اگر کسی کو سزا دینی ہوتی ہے تو اس افسر کو این - ایف - ذون میں بھیج دیا جاتا ہے - آپ کے کٹھہار اور سلی گڈی بہت امپارٹمنٹ چلکشن ہے - وہاں پر آپ اچھے افسروں کو بھیجتے - آپ اس بات کو بھی انکو اٹھی کرائے کہ وہاں ایک ایک افسر لکھ پڑتی اور نہ جانے کہا دیا ہو گہا ہے - اس پر آپ کا دھن جانا چاہتے -

آپ آر - پی - ایف - ایکٹ میں تھدیلی کوچھتے - آپ لا ایمڈ آئور کے لئے جی - آر - پی - پر بھروسہ کئے ہوئے ہوں - جی - آر - پی - آپ کے نہ لترن میں نہیں ہے - آپ آر - پی - ایف - ایکٹ میں تھدیلی کر کے اس میں ایک لا ایمڈ آئور ونگ بلائی اور ایک انوہستی کیشن ونگ بلائی - اس طرح اس کی دیلوں کا کام بھئی اچھی طرح سے چلے گا -

میں آپ کو ایک سمجھیں دیتا چاہتا ہوں - آپ کہوں نہیں لون مللوٹ کرتے ہیں - پلانگ کمہش میں تو بہت برا حال ہ - وہاں لوگ ایگر کلڈیشنڈ کہوں میں بیٹھتے ہوں - ان کو معلوم نہیں کہ بیکوڑہ استھن کسی کو کہا حالت ہ - بیکوڑہ دسٹرکٹس کی کہا حالت ہ - ان کے فریب گوکوں کی کہا حالت ہ - آپ لون فللوٹ کمچھ جس طرح سے دوسرے لوگ قلوب کر دیتے ہوں - آپ کے پاس بھی پیسہ آئے گا - اور اسے آپ دیلوے کے قیوالہ میلت میں لکائے - آپ کو بھی اس پر انتریسٹ دیتا ہو گا - جوہسا کے دوسرے دیتے ہوں - اس معاملے پر بھی آپ غور کوچھتے - یہ میہری گزارہ ہے -

آپ کے ایک افسر کے ہارے میں آندرہا پر دیہن ہائی کورٹ نے اس افسر کے حق میں فیصلہ دیا - آپ کے دیلوے کے افسر اس فیصلے کے عمل کے ہارے میں تراویذ ہے - بعداً اس کے کہ ہائی کورٹ کے جسٹس کے فیصلے پر عمل کہا جائے - آپ ایک پہلک لئی کیڈنٹ کی طرح لئے جاتے ہیں - آپ نہ لوئے - کس سے لڑپن گے - اپنے ایجادی سے لڑپن گے - آپ نے سپریم کورٹ میں جو مقدمہ کر دیا ہے - یہ نا انصافی ہے - میں گزارش کہوں کا کہ اس مقدمہ کو واپس لے جائے اور ہائی کورٹ کے فیصلے کو

## [شہی جمیل الرحمن]

عمل مہن لالہ - اور ان کا قیوشنگیوں  
دیکھئے -

آخر میں میں کہدا چاہتا  
ہوں کہ آپ یہی بہت ہی ترائل  
پوریہ سے گزیں ہوں - معاملہ  
مسلمانوں کی بھائی کا ہے -  
ہر س 1971ع سے 1977ع تک سدن  
میں بہت باتیں آئی ہیں - اس  
وقت مرحوم لٹت بابو نے کہا تھا -  
کہ میں ذونل وائز کمیٹی بداری کا -  
اور جو مسلمانوں کی حق تلفی  
ہو دھی ہے اس کو دو دیکھائی گا -  
انہوں نے یہ بھی کہا تھا کہ میں  
ہر چھوٹی میلے میں پورت دکوں گا -  
اب مہربانی کر کے اس بارے میں  
کچھ دیکھئے - ہماری نہتہا کا  
سیکولرزم میں وشوائی ہے - وہ  
چاہتی ہیں کہ ہریہن آدی واسطوں  
کے ذود دگ کے لوگوں مسلمانوں آدی  
سب کا بھلا ہو - میں ڈائریکٹ  
سوال پوچھتا ہوں کہ آپ بتائے کہ  
کلاس ون میں کتنے مسلمان افسروں  
ہیں - کلاس تو میں کتنے مسلمان  
افسر ہیں کلاس تھری میں کتنے  
مسلمان ہیں - اس لئے میں کہے  
رہا تھا کہ ایسی فہلیگ نہ ہو کہ  
قیوشنگیوں ہو دھا ہے - ہم سارے  
لوگ دیہیں کی بھکر بون ہیں -  
قیوشنگیوں نہیں ہونا چاہئے -  
آپ کھلے ذہن کے آدمی ہیں -

1971ع سے میں آپ کو چانتا ہوں -  
آپ کی کوئی نگاہ اس اور ہوئی  
چاہئے - آپ دیکھئے کہ ہریہن  
آدی واسطوں - بیکار وہ لوگوں اور  
مسلمانوں کو ان کے حق ملکے  
چاہئے - آخر میں ایک بات اور  
کہدا چانتا ہوں - اور وہ یہ ہے  
کہ جو کہی جو کہ نیپول ہارڈ پر  
انٹرنیشل لائن ہے انٹرنیشل استیشن  
ہے وہاں سے کٹھہار ایک سو تین  
کلو میٹر ہے - مختدم ترپاتی ہی  
کے سے میں میں نے یہ سوال اٹھایا  
تھا اور ان کی بہت مہربانی ہوئی  
تھی انہوں نے تھی - ایس - شدی  
شروع استو کو آرڈر دیا کہ سروے  
کرو - کہ کیا ہو سکتا ہے - اس  
سے اس لائن کے کمودن پر سارے  
کروز ڈا انومان لکھایا کیا تھا - اس کے  
بہت شروع پاندے جو تشریف لائے -  
اب سدا ہے کہ پلدرہ سولہ کروز کا  
خروج ہے - اس کام کے ہو جانے سے  
پل فریج دک جائے گا - اور لوگوں  
میں مہل جوں بڑھے گا - لوگ ایک  
دوسرے کے خیالات کو سمجھو سکیں گے -  
اس لئے میں گذارش کروں گا کہ  
اس سے تین کروز اٹھے لاکھ ہے کی  
آپ کو انکم ہوتی ہے - اور چار  
پانچ لاکھ دوپھی آپ اس کے  
میلے میلے اس پر کل خروج کرتے ہیں -  
وائل لائن ہے اور انٹرنیشل ہارڈ کا  
سوال ہے میں ایک بات اور کہہ دوں  
کہ یہ لائف لائن ہے - تیکھیں کے

پریوں سے اس کا براہ کمیج ہونا بہت  
ضروری ہے - میں امید کرتا ہوں کہ  
آپ نے اس کا سروے فہریں دو گا -  
اگر غلطی سے اونک دیا گیا ہے - تو  
میں ہر زور اپیل کرتا ہوں کہ اس کا  
سروے کرو کر کتابہ سے جو گہری کو  
جوڑئے -

لاست بیت نات دی لہست -  
میں اپنی کانسٹی چہویلیسی پر آتا  
ہوں کہن گلیج بہت پرانا ہے آپ  
دیکھ لیجئے - ابھی بھارت یونڈ کے  
دن میں وہاں پر موجود تھا - اور  
پارٹی کے ادیہن سے ایک ہفتے سے  
وہاں پر قیام کئے ہوئے تھا - وہاں  
کچھ لو کھتیکری وائٹ یونین بندائی  
ہوئی ہیں - پہلے سے بات چل دھی  
ہے - ون اندرستھی ون یونین - آپ  
اسے لا گو کیجئے - اس سے آپ کی  
پویشانی بھی کم ہو گی - ہم لوگ  
کمیوں تک ہیں لوگوں کی خدمت کرنے  
کے لئے - کھتیکری وائٹ یونین نہ ہیں  
ہونی چاہئے - ہم ہماری پارٹی اور  
ہمارے نیتا غریبوں کی خدمت کرنے  
کے لئے کمیوں تک ہیں - وہاں کچھ  
لوگ ہوں جن کا میں نام لہنا نہ ہوں  
چاہتا ہوں - کچھ آفیسیس میں ہوں  
کتابہ میں جو لائل ورکر کو تک  
کر دھے ہیں - تباہ کر دھے ہیں -  
ان کو وکٹی مائٹ کر دھے ہیں -  
صرف وہی لوگ ہیں جو پورے آسماں  
کو کاریاں لے جاتے ہیں - وہاں میں

گاڑیوں کو دوئی دوں تو سارا آسام  
کہت آف ہو جائے گا - کتلے ہی عرصے  
سے آسام - میں ہنگامہ ہو رہا ہے -  
آسام کو ہم سادی چیزوں دے دھے  
ہیں - آسام ملک کا حصہ ہے -  
میں چاہتا ہوں کہ وہاں چیزوں  
ہم دیں - لیکن نات ایت دی کاست  
آف کھن گلیج - نات ایت دی کاست  
آف بہار - ایسے نہ ہیں ہونا چاہئے -  
اس چیز کو بوداشت نہ ہیں کہا جا  
سکتا - آپ کشن گلیج کی جو درگتی  
ہو دھی ہے اس کو دیکھیں لائل ورکر  
کا وہاں وکٹی مائٹ یعنی ہو رہا ہے -  
اگر ایسا ہوتا رہا تو میں کہتے دیتا  
ہوں کہ کم سے کم میں ایک ادنی  
سما وہاں کا نہ نہ کروں اس چھڑ  
کو بوداشت نہ ہیں کروں گا - افسدوں  
کو وہاں من مانی نہ ہیں کرنے دوں گا -  
لائل ورکر جاہوں نے گاڑی کے چکے  
کو جام نہ ہیں ہونے دیا اس کو چائے  
دکھا - اپنی جان پر کھل دی ہی  
گاڑیوں کو چالو دکھا - ان کا اگر  
وکٹی مائٹ یعنی ہو گا تو میں اس کو  
بوداشت کرنے والا نہ ہیں ہوں - میں  
یہ بھی جانتا ہوں کہ آپ بھی اس  
کو بوداشت نہ ہیں کریں گے - کوئی  
سماں ہمارا - اس کو بوداشت نہ ہیں  
کو سکتا ہے -

دل ملڑی جی نے جو بھت  
پھیں کیا ہے وہ نہایت ملما سب ہے  
ان کو کچھ اور پھر سے ملنا چاہئے -  
پالنگ کمیشن جو تھلڈے کمروں

## [شروع جمہل الرحمن]

میں بیویہ کو کتوٹھاں کر دیتی  
ہوں - اس کو ہم برداشت نہیں  
کریں گے - میں سمجھیش دیتا ہوں  
کہ آپ پھر سے لیلے کا کوئی طریقہ  
نکال لے - لوں فللوٹ کوائے - آپ کو سو  
دو سو تین سو کروڑ مل سکتا ہے -  
اس سے دیلوں کی بڑھوتوں ہو گی -  
دیلوں بورڈ کے لوگ اچھا کام کر دے  
ھیں ان کو کالیاں دیلے سے کام نہیں  
چلے گا - ان کو ہمت سے کام کرنا  
چاہئے - ان کی ہمت بڑھائی جانی  
چاہئے - ان میں اگر کوئی تروتی ہے  
کہیں ہے تو ہم بلد کمرے میں بیویہ  
کو اس کہی کو ان کو بتتا سکتے ہوں  
سادا دیلوں بورڈ خراب ہے ایسی بات  
نہیں ہے - جو خراب کام کر دے  
ہوں - ان کو ہم برداشت نہیں  
کریں گے - اگر سوچی خراب ہوتے تو  
اگر کچھ تریخ ک کوئی ہو جائے - انہی  
انکم کھسے بڑھنے - ایمٹی سوشل  
لوگوں کے لئے یہ لوگ ضرور خراب  
ہوں - جو چکہ جام کرنا چاہتے ہوں -  
ان کے ساتھ ان کو اور زیادہ سخت  
ہونا چاہئے - پودی قوم اور ملک کے  
ساتھ کسی کو مذق کرنے نہیں دیا  
جائے گا - اس کا ہم نے نیچے  
کر لیا ہے - اس کا ہم نے فہصلہ کر  
لیا ہے -

میں آپ کا شکر گزاد ہوں کہ آپ  
نے مجھے بولنے کا موقع عطا کیا فرمایا

ہے - اس بھت کی میں پڑوڑ تائید  
کرتا ہوں - میں چاہتا ہوں کہ  
مسلمانوں کے ایجاد میں کے مسئلے  
کو آپ کمھوڑتا ہو دوک ایں - اس  
پر سوچھن -

SHRI S. B. P. PATTABHI RAMA RAO (Rajahmundry): Mr. Deputy-Speaker, I rise to congratulate the Railway Minister, Mr. Sethi, his other colleagues in the Ministry and the Chairman of the Railway Board on having presented a very good budget this year. In his budget speech, the hon. Minister has made plain talking. He has confessed what the faults and deficiencies are and what exactly he will be able to do. It is really plain talk he has done in the House. I congratulate him for this. In my own way, I would like to make some suggestions.

He has mentioned about passenger services in page 2. There is no doubt that the passenger service is to some extent all right, but not fully. The service being rendered to the passengers must be at a higher level and it must be to the satisfaction of the travelling public. As it is today there is great risk in travelling by rail. At one time, people were afraid to travel in planes, because any time the plane might crash. But today the position is different. Today people are afraid to travel by train because there might be derailment causing death or there might be dacoity and so on. So, both these aspects must be looked into very carefully. Actually I do not blame the Railway Ministry for this. The rolling stock of the railways, the locomotives, the coaches, the wagons etc. have all outlived their age. Unless they are placed or repaired or brought up-to-date, it will not be possible for the Railways to rise to the occasion.

Also the Railway Protection Force must be given as much powers as the State Police are having. The Police of the State Governments are expected

to look after the safety of the passengers. But I do not think they are devoting so much attention to it. If the Railway Protection Force is given more powers, perhaps, they will be able to protect the passengers in a greater measure. If necessary, an enactment of the Act may be made and more powers given to them.

It is true that over-crowding in the trains is there. But that cannot be solved unless you have more trains. Even if you have more trains, unless the platforms are improved and brought up-to-date, it will be difficult to run more long trains.

Now long distance and fast trains are there but they are fast only to name because they never reach the destination in time. Punctuality which was observed very meticulously during the Emergency, is missing now. As a matter of fact, during the Emergency, trains were rarely late and there was no trouble to the travelling public in the trains. Today, there is not only no safety in the trains but the trains also run very late, late not by minutes but by hours. Important trains like Tamil Nadu Express, K.K. Express, Andhra Pradesh Express, Godhavari Express reach their destinations not less than one hour late. If you collect the statistics of any one month you will find that it is hardly a few days in a month that these trains reach their destinations in time.

MR. DEPUTY-SPEAKER: You will agree with me that better late than accidents.

SHRI S. B. P. PATTABHI RAMA RAO: That is right. But that is not due to their fault. The Finance Ministry must come to the aid of the Railways. Also the Planning Commission must be more liberal and also very practical in their outlook because outmoded trains, wagons or rakes would not help the economy of the nation.

Then I would like to draw the attention of the Minister to the catering

service. The catering service in the Railways is not upto the mark. On the other hand it is very poor in some of the important trains too. I hope, they will give good attention to it. The public is not bothered whether the catering service is done by the private contractor or by the Railways themselves. But what the public need is that good food should be served to them.

1982 has been declared a production-oriented year. Production may be done in greater quantity by the mills and industries. But even if more production is there, unless the products are carried to the other end which is done mostly by the railways, it will not serve the purpose. So, unless there are enough wagons to take the goods to the other end and that too in time, more production in the mills will not serve the purpose of the public. So I request that in the production-oriented year, more wagons should be supplied and that too in time. For instance, there will be export of sugar and other essential commodities. They will be taken to the ports. Unless the supply of the wagons is good and the goods are sent to the ports in time—the ships will not wait there indefinitely—the purpose of the production-oriented year will be defeated.

Coming to my own constituency, Rajahmundry, it is an important trading centre. This station was built more than a century ago, or at least 60 years ago, and even today it remains in the same condition. At least for the last four years, every year I have been demanding that this station must be improved. Because of the general demand for increased coaches in every train, most of the important trains have a number of coaches. One such train is the Godavari Express. The result is that the platform is not long enough to accommodate the whole train and some of the coaches have to remain outside the station. It is very inconvenient for the travelling

[Shri S. B. P. Pattabhi Rama Rao]  
 public, particularly in the rainy season. Since only one-third or one-fourth of the platform is covered, the passengers get completely drenched before they get into the train. I myself have got drenched several times, because the reserved bogie happens to be at the end of the train. After getting into the train, I used to change my dress. Though I have been repeatedly demanding that the platform should be fully covered, it has not been done so far.

I feel that the Andhra region has not been given that much attention which it deserves. To give one example, Rajahmundry station is serving three-fourth of the district, apart from Rajahmundry taluk, Ramachandrapuram, Amalapuram, Rajole, Kothapeta, Korukunda and Mummidivaram taluks also. Passengers from all these places come to Rajahmundry station to catch the trains. Unless there are sufficient berth in the important trains like Madras-Howrah Mail and Howrah-Madras Mail and the Godavari Express, it will be difficult for the passengers getting in from intermediate stations like Rajahmundry. So, I would request that more berths should be provided in important trains from Rajahmundry so that the travelling public are not inconvenienced greatly.

Some years back, when Shri Buta Singh was in the Railway Ministry, at my instance he provided two berths in the Howrah Mail. Unless the number of berths is increased still further now, even when we give sufficient notice of 15 days or more, we are not able to get seats in important trains. In view of all this, I would say that Rajahmundry station requires special attention from the Railway Ministry. I hope some thought will be given to this aspect and more convenience will be provided to the travelling public from this station.

**SHRI BASUDEB ACHARIA (Bankura):** Sir, there have been several changes in the policies of the Gov-

ernment of India, as far as the railways are concerned. Firstly, the concept of public utility service is given a go-by and the commercial undertaking financial system is being imposed. Government has capitulated to the World Bank and succumbed to its pressure. This was admitted by the then Railway Minister, Shri Kedar Pande, while replying to the debate on the Supplementary Demands for Grants of the Railways. This is the fiasco of the capitalist planning in India.

In the process the freight-oriented psychology has been imposed, superseding the concept of serving both the passengers, as well as the freight traffic. The result is, on the one hand, late-running and overcrowding of all the trains, including the so-called Prestigious trains and, on the other, increase in accidents.

Everyone blamed the driver for the Agra accident, that is, the Dakshin Express accident. Unfortunately he is dead and he cannot defend himself. But would the Railway Minister answer why the goods train was allowed to move out in the face of an approaching 'Superfast train' when it was running late and line-clear for the same was already given? Is it not the direct result of 'Freight oriented psychology'? It is reported that the Chairman of the Railway Board, Mr. Gujral, was present at Agra and every one of the staff complained about the violation of this important safety rule. Report of fog was also in the press. I want to know whether the fog signal was placed or not. Is it not the general practice to give the Superfast train line-clear only when the station is prepared to receive the train? I think that even if the driver had passed the danger signal, he had done so because he misinterpreted the signal given to the goods train as his signal being conditioned with the psychology that he was driving a superfast which was running late and that he had been given the required 'line-clear'.

My last question about this accident is: How much duty the driver had performed when the accident took place?

It is known to everybody that from 1967 onwards the hours. The ILO had recommended the same. The Inland Transport Committee also had recommended the same and the Loco-running Staff Association launched a movement. In the face of agitation there was an agreement, not once but twice, in the year 1973, which is already a part of the Lok Sabha proceedings, on 13th August 1973 and 30th November, 1973. Again there was an agreement in the year 1973, that is, on 23rd December 1973. All these agreements were violated. Once again an agreement was reached on 23rd March 1979, but by a circular issued on 3.4.1981 the Government went back on all these earlier agreements.

The Loco-running Staff Association was complained that Hours of Employment Regulation is a discriminatory statute. This violates the International Labour Organisation Convention No. 1 which the Government has ratified and implemented for all industrial workers except railwaymen. Continuous process is in force in many industries like steel, coal, energy etc. The Government should explain as to why the railway workers should be subjected to discrimination with such disastrous results. What happened to the driver Debnath of Alipurduar Junction who was forced to work for 41 hours and on arrival at New Gauhati he fell down while getting down from the engine as a result of which he has been paralysed for life and is still continuing to suffer?

In another case the Chairman of the Railway Board, Mr. Gujral, himself admitted in a meeting at Madras that the driver in an accident was on duty for 40 hours at a stretch. The result of the circular of 3.4.1981 is that this state of affairs should continue. The safety rules are being violated, despite repeated admonishment to the Railway administration by the Commissioner of Railway safety. For example, wagon

with broken strings was often not detached even when detected, in order to maintain the tempo of good traffic.

I would like to quote here from a letter issued by the Commissioner, Railway safety, Southern Circle.

As was indicated by me in my last year's speech the safety rules are being violated and because of this accidents are taking place.

Shri B. P. Sastry in his letter dated November 21, 1981 to the General Manager, Southern Railway, Madras, has stated:

"The other accident, reported under your office letter....relates also to a through goods trains which was found, at the time of being taken over by a fresh set of train at Jalarpettai, to be having a few wagons with broken springs but which continued to run forward without attention by the train examining staff and came to grief at Danishpet on Palghat division, resulting in an estimated loss of Rs. 8.59 lakhs to railway assets and dislocation of traffic for over 36 hours. The report brought out that the train crew requested the station staff as well as the train examining staff at Jalarpettai to have the defects attended to but it was refused on the plea that they had strict instructions not to detain through goods trains under any circumstances...."

In this way all the safety rules are being violated.

It is admitted by the hon. Minister that third and fourth computer generator is being installed under pressure of the World Bank. What will be the result of the same on the educated unemployed people. What disaster it would bring in future. With every passing year, the employment potential of Railway is freezing now. One estimate says that 2.6 lakhs of Railway men would be rendered surplus. There are several loco

[**Shri Basudeb Acharia**]

sheds. These loco sheds are being closed because Government had taken policy of shifting from Steam to Diesel and electric loco. The workers of loco sheds will be rendered surplus.

The permanent staff of loco sheds and loco workshop—big ones like Jamalpur are being rendered surplus. A few days back I had been to Jamalpur. It was reported that at one time there were 22000 workers. It is one of the oldest workshops. Now the workers are 9,000 over there. Not only permanent staff will be rendered surplus but also the coal and ash handling labourers. The coal and ash handling workers are engaged for ten to fifteen years. What will happen to these workers. Something must be done. Some alternative arrangement should be provided.

I take up another important aspect.

**MR. DEPUTY-SPEAKER:** How much time do you want to take?

**SHRI BASUDEB ACHARIA:** About half an hour.

**MR. DEPUTY-SPEAKER:** You can continue after lunch.

13. 00 hrs.

*The Lok Sabha adjourned for Lunch till Fourteen of the Clock.*

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*The Lok Sabha re-assembled after Lunch at five minutes past Fourteen of the Clock.*

[**MR. DEPUTY-SPEAKER in the Chair**]

**RAILWAY BUDGET, 1982-83—GENERAL DISCUSSION—Contd.**

**MR. DEPUTY-SPEAKER:** Shri Basudeb Acharia to continue his speech. You have 20 minutes more. Shrimati Sushila Gopalan's name has also been given.

**SHRI BASUDEB ACHARIA:** I will conclude in 20 minutes.

Another important point that I want to make is that in regard to construction works which are being done now-a-days in the railways for the last three decades, all these works, namely, track renewal and construction of new track, etc. are being done by the engineering staff of the railways. The gangmen and the engineering staff were engaged on these construction works. But the system has been changed. This change is also on the dictates of the World Bank and the International Monetary Fund. These construction works have been handed over to the private contractors in the name of economy. Will it not impair the safety in the railways?

During the last budget speech, the then Railway Minister Mr. Kedar Panday told us that by terminating extension of all superannuated officers, he has earned the cooperation from the railwaymen. But within six months, this policy was also changed. An extension was given to the Chairman, Railway Board, because this was also one of the 18 conditions which the World Bank imposed on the Government of India.

Let us see the fiasco of the capitalist planning in our country. The Railway Ministry demanded more than what the Planning Commission had allocated. Rs. 5100 crores have been allocated by the Planning Commission with twin objectives of modernisation of wagon fleet as well as 49 workshops of Indian railways and to cater to 309 million tonnes goods traffic, renewal of 14,000 km. of track and acquisition of 1 lakh wagons in terms of four wheeler Units. In 1980-81 the capital outlay was Rs. 762 crores; in 1981-82, it was as much as Rs. 1,150 crores and in 1982-83, the outlay has been fixed at Rs. 1,137 crores at the current price level. While the figures were fixed at the level of price in 1979-80, it is now clear that in conformity with the

rest of the Sixth Plan, the real resources have gone down in the first three years of the Sixth Plan and the rest two years will also face the same fate. So, the railways programme to add 1 lakh wagons will not be possible. Instead of acquiring 1 lakh wagons only 70,000 wagons can be acquired during the Plan period.

The Railway Minister admitted that about 14,000 KM of the track require renewal. But the work will considerably be hampered.

The rehabilitation of over-aged railway stocks is ignored for over decades.

The rate of acquiring new wagons had been drastically cut from 1964-65.

In the anxiety of Government to serve the monopolists and the big industrialists, all types of concessions were given and the Railway Minister states that the position today is that about 13,000 KM of track needs renewal and out of 4,470 wagons, 3,150 are over-aged and all the steam locomotives are to be replaced.

The Railway Minister did not mention anything about the bridges. The result is obvious.

The Railway Minister could claim the highest ever freight loading.

The Railway Minister has also created a record in the number of dead and injured in the year, 1980-81 with a record figure of 611, that is, 30 per cent increase, over the year, 1976-77.

I have taken this year, 1976-77 as the base year because the ruling party called this year as a 'dynamic year.'

In respect of the cost of damage of rolling stock and engines, it has touched a record figure of Rs. 7.05 crores, that is, 273.4 per cent increase over the corresponding figures of 1976-1977.

In respect of damage to permanent way, the Railway Minister made another record of Rs. 6.57 crores registering an increase of 465.7 per cent over the year, 1976-77.

Similarly, in respect of through communication, the Railway Minister touched the record figure of 14,035 hours or 84.3 per cent increase over 1976-77.

Our Railway Minister has created a record in two other fields, that is, in respect of theft of railway materials and booked consignment. In regard to the former, it has touched a record figure of Rs. 1.52 crores or 298.8 per cent increase over 1976-77 and in respect of theft of booked consignments, Rs. 5.29 crores in 1980-81. This registered an increase of 343.7 per cent over 1976-77.

This is the record created by the Railway Department. Its tracks, bridges and rolling-stocks are not safe. The passengers' life is not safe. Railways' own property is not safe.

You are not sure whether you would reach the destination or not and how much late. One cannot be sure whether that journey would be his last journey. But people are moving under compulsion as there is no alternative, at least within their means. With the increase in unemployment, people are moving in search of some employment. Increased economic activity has also generated increased rail travel.

The Railway Minister advised us to give up passenger-oriented psychology.

Now let us see the budget proposals for 1982-83. This is budget by instalments. We do not know; in the middle of the year, he may come with another proposal for Rs. 300 crores, as we had seen last year.

Here is a proposal for increase to the extent of Rs. 261.45 crores. The

[Shri Basudeb Acharia]

Railway Ministry has imposed a total freight and fare increase to the extent of Rs. 1,142 crores within just two years. This is a record increase.

The concessions on items of daily necessities of the common people of our country which had been traditionally the social burden on the Indian Railways have been withdrawn by him this time. These items were foodgrains, coal, fodder, salt for edible use, fruits and vegetables, firewood and charcoal, live-stock, oilseeds, etc. On all these items the subsidy which was allowed previously has been withdrawn. Thus the prices of all these commodities will increase and the life of the common man will become more miserable. The net additional burden of railway users in a single year is about Rs. 600 crores.

A comparison of the relative increase in the fare for long distance travel by upper class with that by lower class reveals a glaring anomaly. The fare for travel by AC from New Delhi to Madras will go up by less than five per cent while in the case of ordinary Second Class it will go up by as much as 20 per cent. In the case of short distance travel by ordinary Second Class, the additional charge works out to be about 23 per cent, and the increase in the minimum fare in the case of the same class is about 40 per cent, that is from 50 Paise to 70 Paise.

Even children have not been spared this time. He has taken back the age limit to three years. This age concession upto five years had been given as a mark of celebration of the International Year of the Child. Must this concession be withdrawn for the sake of revenue only? The Governmental action, once taken, must have some sanctity but our Railway Minister does

not seem to attach any such sanctity. He has no consideration even for children who are the wealth of the nation. Are not the Railways big enough to allow such a concession to the little children of our country?

The Railway Board claims to have moved all coal to power houses. But why has the Railways not been able to feed their own loco shed? Is it not a fact that 600 passenger trains remained cancelled due to shortage of loco coal? The Railways' only power house in the national grid cannot generate even 50 per cent of its rated capacity due to perennial shortage of coal. The integrated operation may have improved movement of coal to power houses, minerals to steel plants and other bulk commodities to their respective factories, but it has not effectively brought down the price line. Why?

MR. DEPUTY-SPEAKER: Please try to conclude.

SHRI SAMAR MUKHERJEE (Howrah): He started only at 2.05.

MR. DEPUTY-SPEAKER: He had already exhausted ten minutes.

SHRI BASUDEB ACHARIA: I will speak upto 2.25. . .

MR. DEPUTY-SPEAKER: I want to give ten minutes to Shrimati Susheela Gopalan.

SHRI SAMAR MUKHERJEE: He is still entitled to take five minutes more.

MR. DEPUTY-SPEAKER: Then Shrimati Susheela Gopalan will have only five minutes.

SHRI SAMAR MUKHERJEE: He started at 2.05 p. m.

SHRI BASUDEB ACHARIA: Supplying of wagons piecemeal to the medium and small scale industries has compelled them to get their

requirements of raw materials by trucks.

Now I will speak on industrial relations. Much has been said about this—that cordial relations have been maintained throughout the year. But in this very House an assurance was given when the loco-men started an agitation that when they would withdraw their agitation, government would consider their demand, that they would sit with them and discuss with them. They withdrew their agitation, called off their agitation, but up till now nothing has been done. They do not even honour the Supreme Court's order as also the orders of several High Courts. One of my friends who spoke before lunch made a mention of it—how the Andhra High Court's order as also the order of several other High Courts are not honoured. All these inter-Divisional transfers, victimisation under 14/2, compulsory retirement, all these are illegal. In respect of that the Railway Ministry preferred an appeal in the Supreme Court. As regards the canteen workers what have you done? The Supreme Court held that all the statutory and non-statutory canteen employees of the Indian Railways should be treated as railway employees and the Supreme Court dismissed the appeal preferred by the Government of India against the Calcutta High Court's judgment. After six months the Railway Board issued an order to treat them as railway employees but no pay-scales and no fixation of pay and other benefits have been spelt out. Only the statutory Canteen and the 11 non-statutory canteens of Delhi who were the petitioners have been covered by this order and the bulk of the railway canteen employees have not been treated as railway employees. Do you want the other railway canteen employees should also go to the court for equality of right and equal benefit? I urge upon the Railway Minister at least to see that this cordial relation and peaceful relation is maintained.

Recently some victimisation has taken place in several divisions. Major penalty charge-sheets have been issued against 35 employees. Out of that 9 have already been dismissed on summary inquiry without giving any defence facilities. In Sitarampur on the Eastern Railway loco-cleaners were forced to discharge duties for higher post. The staff resorted to peaceful *dharna* and one employee was dismissed under 14/2 and one was transferred. In Katihar for participating in the solidarity action. On the 19th January, the Railwaymen, you know, participated in solidarity action. They did not participate in the strike. Katihar is in North Frontier Railway. Four staff members were dismissed under 14/2. In Tatanagar on the South Eastern Railway 10 railwaymen were given show-cause notices under ESMA for prosecution. In this way victimisation is taking place. This must be stopped because discontent is seething within the Railwaymen.

Now, I will conclude with a joke which will reflect the views of the common people. One person was lying on the railway track. A passerby asked him, 'What are you doing?' That man said that he wanted to commit suicide. The passerby said, 'You will be disappointed. The train will not come for hours. If you must kill yourself, you get into a compartment and you are sure to die in accident.' This is the view. This may be a cruel joke but this is the view of the common man of our country.

**SHRI JAGDISH TYTLER (Delhi Sadar):** Sir, he travels the most in our railways and what a joke he makes!

**SHRI SHIVENDRA BAHADUR SINGH (Rajnandgaon):** While appreciating the budget and conceding the demands, myself and other Members of the Parliament from Madhya Pradesh expect a lot from our Minister as for the first time we have the Railway Minister from Madhya Pradesh.

[Shri Shivendra Bahadur Singh]

It has been rumoured time and again that the Government is considering to abolish the Railway Board. Now this statement has been made repeatedly and session after session and there has been a lot of misunderstanding as to what the Railway Board is thinking and what is actually happening at the district levels. So I suggest first that a committee should inquire into and conduct an inquiry to see whether the functioning of the Railway Board is very necessary or not and if it is so, it should take a decision once and for all because they know what we are speaking now and as we are speaking against the Board, whether it will be implemented or not is the question.

The most important thing which I find is: What steps the Government are taking against corruption—at the reservation counters, among the travelling staff and above everything else, in the allocation of rakes. I know of an incident about which I have written to the Minister where a life-saving drug manufacturer wanted a rake, but I was not given. Afterwards we heard in answers to questions that so many rakes have been given by the Chairmen of the Railway Board and the Ministry. This is an important thing but life-saving drugs are equally important. I do not know whether till this day he has received any rake. It is also the case that the State Governments recommend certain priorities. But the reply is always negative. And the same thing has happened with Coal India. I know of a case where a coal dump was opened and the State Government has recommended but the Railway Board writes back that it has to be allocated out of the Coal India quota. If any Department which is to help the public and which has the overall control, were to write to the public, 'you get the rake from others.', how can other departments possibly help the public?

Sir, I would like to lay stress on maintenance. There was an accident

in Bhanwar Tunk in the Bilaspur Division. I happened to go there after the accident. I was told that the coal rake of the train coming from behind got rammed into the passenger train. The driver got down from the train and said that the brakes were not functioning. But they were told to proceed straight.

There are ticketless travellers in the trains trying to get down from the trains. They just break open the vacuum pipes and the train automatically is stopped. I want that the ticketless travelling on all the routes whether they be on the main route or trunk route must be stopped. Otherwise, what happens is that anyone at any time gets into the 1st or second class compartment. I can assure you that this is happening. The Minister, if he goes by the G. T. Express from Delhi to Bhopal, he will find the passengers sitting outside in the corridor. Such things should stop. You have already increased the surcharge. I am told that the surcharge collected on these express trains goes to the conductors and others. The problem is when you travel you do not give the minimum facility of drinking water which a passenger expects. When we travel in the 1st class or in second-class there is no provision for drinking water. If we ask the conductor he tells that we will get it from another station. What I request you to do is this. The Board or the Government should be very strict to see that at least this minimum facility is provided to the passengers. (Interruptions).

Now coming to catering, they have got catering amenities only at certain places where the passengers are served. For example the dinner is given in the evening. I am telling you the fact. Before giving this you must see the station and the time factor. There are so many trains where we are getting food at certain places and at certain times when people do not want. Even the food that served is not fit for human

consumption. Many a time I have complained to the D.S.E. Now it is said that it is improving.

Your super fast trains run in many places. Besides there are mail and express trains. For example, there is a Gitanjali Express running from Bombay to Howrah. The berth is allocated in Durg and Raipur in the Gitanjali Express and there are 1 Up and 2 Dn mails for Raj Nandgaon and Dungarpur. There two minutes only are given. How is it humanly possible for the passengers to find out the exact compartment. I do not think it is possible for anyone to locate his berth from the conductor to get into the train. I would like something should be done in this regard.

There is an express train from Howrah to Ahmedabad daily. I would suggest that this train be extended upto Nagpur. There you get the connecting trains. If you can make it daily or bi-weekly or alternatively whichever is convenient to you it would be better.

At the same time, I am told—I am not sure—that there is a proposal to start a train from Delhi to Bhopal. I suggest that you start it from Itarsi. As this is a junction which connects the Bombay line, this will also cover the line from Delhi to Itarsi. There will be lot of facilities there. That is not available in Bhopal. There is one other train which starts from Chhattisgarh known as Chhattisgarh Express but there is no dining car in it. There is a lot of problem. I am now told that it has been sanctioned. But, it is not there. There is no RMS bogies also. Seat reservations should be re-allocated. These trains do stop at some of the halt stations in Maharashtra but you do not stop the same in the stations on the Madhya Pradesh region of Chhattisgarh. I hope this would be taken into consideration. There is also a great demand for the train of Howrah-Ahme-

dabad and I wish this could run daily. Sir, the Steel Express should be extended upto Bhilai or Durg so that it covers all the steel plants. Then there is a small point about loco sheds which has been already touched by my predecessor speaker. There is one such loco shed at Dungargarh. From Dungargarh there is fifteen kilometer steep rise in the track. The loco shed can be converted into diesel maintenance base. If they are converted into diesel maintenance bases then the people who are already employed can be re-employed otherwise there will be nobody there in the area.

Lastly, Sir, the railway authorities must be instructed at local level to have rapport with the local authorities, MLAs and MPs. Whenever they want cooperation we extend the same but when we want cooperation then they are not bothered. They only say that they will listen to Railway Board. I hope the hon. Minister will look into all these things and concede to our demands.

\*SHRI D. S. A. SIVAPRAKASAM (Tirunelveli): On behalf of my party, the Dravidra Munnetra Kazhagam, I rise to say a few words on the 1982-83 Railway Budget that has been presented by our new Railway Minister, Shri P. C. Sethi.

Through his Budget proposals, Shri Sethi has sought to raise a sum of Rs. 172.60 crores of additional resources by increasing the passenger fares and a sum of Rs. 88.85 crores by increasing the freight rates. Last December, 1981 the former Railway Minister, Shri Kedar Pandey increased the freight rates by Rs. 320 crores. Within three months, the freight increase has yielded additional revenue of Rs. 408.85 crores. Regrettably the freight increase has been on essential commodities like grains, pulses, fertilisers, sugar, edible oils, fruits, vegetables and salt, the consequence of

\*The original speech was delivered in Tamil.

[Shri D.S.A. Shivaprakasam]

which will be an increase in the prices of these essential commodities. I wonder whether our new Railway Minister will get encomium or curse of the common people who will have to pay increased prices for these primary commodities.

In 1982-83 a sum of Rs. 1,137 crores would be invested in railway development. Out of this amount, a sum of Rs. 568.50 crores would be spent for the renewal and replacement of 13000 kilometres of overaged track, and 40700 wagons and 3,150 coaches respectively. I need not say that the heavy accumulation of arrears of replacement of railway track, locomotives, coaches and wagons, accentuated by the backlog of repairs and maintenance, has been the contributory cause of recurring accidents on the Railways. I don't know whether this allocation is adequate or not. But I doubt whether the allocation would be utilised in full within this year. I would like to know from the hon. Minister whether he has already formulated schemes for completing the job of renewal and replacement with this sum of Rs. 568.50 crores, before the expiry of 1982-83.

In August 1981 this House approved a sum of Rs. 297.22 crores for new lines on the Railways. I would like to know how much of this allocation has been spent so far and the extent of new lines and the Conversion of railway track completed so far should be made known to this House.

The hon. Railway Minister has stated in his Budget speech that since the on-going and sanctioned projects and surveys are far too many in number, which cannot be accommodated within the resources becoming available, he would adopt the rational policy of utilising the scarce resources judiciously and complete a few of the projects at the earliest so that the Nation could derive the bene-

fit of the investments. That is why he has provided a paltry sum of Rs. 70 lakhs for the sanctioned Karur-Dindigul-Tuticorin-Tirunelveli B G line. Last year for this project was allotted a sum of Rs. 2 crores. In the last three decades, the Tamil Nadu area of Southern Railways has not got any new line or conversion project worth the name. Perhaps it is due to fact that none from Tamil Nadu could become the Railway Minister at the Centre. The fact that Shri Sethi, our Railway Minister, hails from Madhya Pradesh has been amply made clear by the sanction of electrification of Itarsi-Bhusawal line, Itarsi-Nagpur line, Balharshah-Wardha line, Kazipet-Sanatnagar line and Bhopal-Nagda line during 1982-83. Shri Kedar Pandey during his tenure as Railway Minister undertook on priority basis projects in Bihar. Pandit Kamalapati Tripathi took up new projects in Uttar Pradesh. Shri Madhu Dandavate ordered new projects in his home State, Maharashtra. Shri L. N. Misra approved new projects in Bihar. The State from which the Railway Minister hails receives priority attention in the hands of the Railway Minister, at the cost of overall development of Railways.

In this background it will not be any surprise that no scheme of new line or conversion has been sanctioned and implemented in Tamil Nadu during the past 30 years. Karur-Dindigul-Tuticorin-Tirunelveli B G line has been the hope of 4.5 crores of Tamil people for decades and decades and this line is also the long-felt need of this backward and chronically drought-afflicted areas. The industrial advancement of this area depends upon this line.

In Delhi, the capital of our country we have the circular Railway. 67 per cent of this track has already been electrified and a substantial sum has been allocated for completing the electrification of this project before the start of ASIAD 1982, I agree that

this is a prestige project for the country. But whenever I have happened to see the circular rail, I have seen only near-empty train moving fast, a train without passengers. Should we fritter away our limited resources on such utility-less projects merely for prestige? Instead of wasting funds on such projects, it should be ensured that Karur-Dindigul-Tuticorin-Tirunelveli BG line gets proper allocation since it is economically vital for this area.

It is imperative to remember that the Railways are the soul-force of economic progress. Whatever money is invested in the Railways, we are building up the infra-structure for economic advancement. Instead of adopting the method of collecting usurious interest in the form of dividend for the General Revenues. The Railways should be permitted to invest this money on new lines and replacement of rolling stock. In 1982-83 the Railway's contribution to General Revenues is of the order of Rs. 405.12 crores. This is really unwarranted in the face of 50 per cent of rolling stock on the Railways being overaged. There will be more money for the General Revenues if new railway lines come up fast. There is no need for the Railways to contribute to the General Revenues annually out of its limited resources. This money should be utilised for more new lines, for replacement of overaged rolling stock and for renewal of overaged track, the consequence of which will be elimination of accidents.

Last year we celebrated the International Year of Children. We raised the age of 3 years for the children to 5 years for their free travel in this year. Now, in this Budget, we have reduced the age of 5 years to 3 years for the children to have free travel. What will be the impression we are creating in the minds of people outside by going back on our plighted word? Children are the wealth of the nation. The revenue ac-

crual is not going to be substantial by this reduction of the age of the children. Nehru's birth-day is being celebrated as the day of children. When Nehru's daughter is the Prime Minister, we should not allow this to happen. Many trains running on the banks of Cauvery between Erode and Tiruchirappalli have been cancelled for want of coal. They should be revived immediately for the benefit of the people of this area. Some ten years ago a goods shed was sanctioned for Virudunagar Junction. This has not yet been implemented. Near Tirunelveli in a place called Thachanallur, on N H 7, there is a railway gate. This is heavy traffic zone. There should be a Railway over-bridge in this area to avert accidents.

We, the Members of Parliament from Southern States, want to take companions, particularly when we have to travel more than 2000 miles. But reservation for our companions is not being given. Similarly, when we come to Delhi, particularly in Tirunelveli. We are asked to pay reservation charges. When the Railways have issued Passes, I do not know how reservation charges can be collected from us. I am told that there is a new order to this effect. I would like the hon. Minister of Railways to clarify these points. The Members of Parliament should not be harassed in this manner.

For many years, a Janata Express with diesel engine was being run on regular schedule between Madras and Tuticorin. Now the diesel engine has been replaced by a steam engine and the timing has been changed. We request the Railway Minister to restore the diesel engine and also the old timing. There is continuous agitation from the local people in this regard. The Railway Minister should do the needful in this matter.

Last year there was strike by the Railway Employees of Madurai Divi-

[Shri D.S.A. Shivaprakasam]

sion demanding the inclusion of Nagercoil-Tirunelveli line in Madurai Division. At this juncture, Shri Jaffer Sharief met all of us in Madras and assured us that the Railway Board would take a favourable decision if the employees were made to withdraw this strike and also assured that no penal action would be taken against those participating in the strike. The employees withdrew their strike on this solemn assurance of the hon. Minister of State for Railways. But now the Railways have proceeded against the errant employees in the Courts and they have been punished also for participating in the strike. Our Kashagam's District Vice-President, Shri Masthan and the Advocate Raj have been penalised. This is in gross violation of the Minister's assurance. Before I conclude, I appeal to the hon. Minister to withdraw these penalties to be in consonance with his assurances.

With these words I conclude.

**SHRI JAIDEEP SINGH (Godhra):**

Mr. Deputy-Speaker, Sir, I have been very intently listening to the debate on the Railway Budget. I have also heard Prof. Madhu Dandavate who was at one time the Railway Minister. I have much regard for him and for his knowledge. But I only feel that the approach that he has taken in this House on the last three occasions has been rather negative. He has said in a nutshell that during his stewardship the railways were doing well and subsequently they have not been doing well. I am afraid I can not agree with him. In a huge organisation like the Railways which is perhaps the largest single public sector undertaking in the country, I feel that if there are sometime reversals, those reversals emanate from the fact that the acceleration of progress was a little slow some time back and to bring back the whole thing on the right track it will take some time. But the figures prove

quite amply that the performance has been good. After all I do not think, it can be denied that the revenue freight loading of 220 million tonnes has been achieved. I do not think, it can be denied that 1090 tonnes per wagon day, the highest ever achieved in India has also been achieved by the railways this time. Therefore, to say that the performance is not good would be incorrect. I would, however, like to say that though this is an achievement, we must not rest on our oars, because as I see the budget, as I see the whole picture, I feel that difficult days are ahead and if we want to run an efficient system, many things will have to be done by way of general policy in this country.

It was unfortunate that many hon. Members, while participating in this discussion, brought up little problems concerning their areas, trains stopping at particular places, reservations and so on, but I do not think, that is relevant. Basically, if the general aspects are looked into and improved, all these little difficulties will go out.

There was a criticism of the increase in tariff. How is it possible not to increase the tariff when the cost of all other things has also increased, and that is beyond the control of railways. I do not think, it is a practical thing to demand that the railways should not increase the freight in spite of the fact that it has to pay much more for many other things which have to be provided. Therefore, the freight has been increased and it has been increased to the minimum as far as I can see. But the only thing that I do not see is that it does not indicative of a budget forming part of a long-term plan. Unless the budget shows what is the plan for the coming years, I am afraid, this sort of annual exercise of trying to make up with little bits and pieces and patches here and there is not going to solve the problem. The budget will have to be indicative of this fact.

We have a very difficult target before us, which I would like to bring to the

notice of the hon. Minister. You have set a target of clearing 230 million tonnes of revenue traffic. Even a conservative estimate is that you will have to perhaps clear 255 million tonnes. That shows that in the situation as it is today there is already a shortfall. This is one side of the picture. The other side of the picture is that we are trying to increase the momentum of production and to increase the momentum of production, we have to increase the movement of raw material and finished goods and everything else.

With the industrial growth envisaged at 8 per cent and with a growth in every sector, steel 21 per cent, cement 22 per cent, as also in power and coal, I do not see how we are going to be able to meet these difficulties and the likelihood is that there will be bottlenecks and there will be problems. And finally, though with all good intentions we have created these targets, the targets will fall short of our expectations. The railways are going to play an important part in it. That is the main crux of the matter.

My humble suggestion to the hon. Minister is that the basic thing that he has to think of is to be able to provide the necessary funds. I do not think, he is going to be able to convince anybody by saying all the time that we are short of funds; we want to do these things, but we do not have money. That is not going to convince anybody any more, because if we have to accept that position, it would mean that for many many years we are not going to be able to do many things. Therefore, I think the Hon. Minister has to do an exercise of thinking on how to be able to find more funds and on the ways and means for changing the present system.

In other Ministries, like the Ministry of Petroleum, of which he was formerly a Minister, State Governments are taken into confidence and the State Governments are coming forward for participating in the joint sectors with the Ministries for certain projects. Similarly, I do not see any reason why

the State Governments cannot be involved in certain projects for the Railways. If they participate in joint projects for the Railways, the Railways will get more funds, not those funds allotted in the Plans, but over and above that. Recently, the Gujarat Government has submitted a letter of intent to start an integral coach factory. If I know correctly, their requirement is 2,100 coaches, but we are not producing even one thousand coaches at the moment. I understand that the Government is making a techno-economic survey for the location of a coach factory somewhere on the Northern Railway. To Northern Railway I will come a little later, but even that I believe is going to be a project for only 500 or 600 coaches a year and it will not be able to fulfil our requirements. Therefore, I would like to ask why the offer made by the Gujarat Government, which was ready to provide funds, was not acceptable to the Railways, why its letter of intent has not been accepted. After all, this joint enterprise between the State and the Centre would have wiped out the shortfall. And if they can produce a little more, that can be exported. When the Ministry of Civil Aviation is collaborating with the State Governments in many projects for maintaining the airports, in making new runways and so on, why is it not possible for the Railway Ministry to consider participation of the State Governments which are prepared to come forward and provide funds for the joint ventures? In India there are areas where there are lots of mineral resources, but they cannot be moved for want of the ability to move anything in bulk through the railways. Therefore, such joint ventures with the State Governments will be useful and helpful and it will improve the economy of that place, and also of the State and subsequently of the whole country. I am sure many States will come forward with additional funds, if the Central Government decides to consider such joint schemes. I hope the Hon. Minister will consider this suggestion. Excuse that funds are not available, I repeat, is not going to convince us any more.

[Shri Jaideep Singh]

I understand that techno-economic survey for setting up an integral coach factory is going to be carried out on the Northern Railway. I would like to ask why this survey is being carried out in a particular area? Why not anywhere else in India? I personally think that the system of deciding these matters requires a revision. It should be from the context of the country, because the Railway belongs to the country and not to any particular area. If survey is carried out on the basis of that consideration, I feel we shall be able to make better progress.

Now, somebody was talking about accidents.

Earlier it was considered that travel by air was more prone to accidents, but now I am of the opinion that if you travel by rail, you are more prone to accidents.

**15.00 hrs.**

Now, Sir, why is this happening? It is happening because of several reasons. One of the reasons is that our entire system is decaying. Thousands of miles of railway lines need renewal, but we cannot do it because we have no money. There are thousands of coaches which are old and aged and need replacement, but we cannot do it for want of money. There are thousands of wagons which are also outdated, but we cannot replace them because we have no money. Then we have no money even for the maintenance. Over and above that the system of purchasing the spare parts is such that we are not able to get the best. Therefore, wear and tear under the prevailing circumstances in India is so great that they are not able to take it. Added to these things are the reasons of indiscipline and human failures. Indiscipline has crept into the railways because lot of people who were dismissed for all sorts of indiscipline or inefficiency were taken back into the service during Janata regime. They were taken back in spite of the opposi-

tion from the Officers, who had taken action against them. Now, what do you expect them to do? If in such an organisation you have indisciplined people, they don't suffer, but hundreds of innocent people die when there is an accident.

So, I personally think that a very strong and disciplined force will have to be put up and the Hon. Minister will have to handle this entire situation with a very strong hand.

Lastly, the standard of catering in the Railways is going down day by day. It is of the poorest quality. The reason is that the type of people that are being taken into the catering department are not trained. I have been told that people who are cooks, who are doing supervisory work there now, have been chosen from the Khalasis. Catering is a very technical matter. Now, it is more technical. There are institutions which teach people in catering. The Indian Airlines and other organisations have set up a separate catering department as a sort of its subsidiary. Then why can't the Railways, which is a much larger organisation, set up an organisation for catering? Why can't they think in terms of having trained people for making things? Why can't they think of making these things more hygienic, more useful and more economic?

I would end up by requesting the Hon. Minister to take into consideration all matters that I have raised here.

**SHRI NARAYAN CHOUBEY (Midnapore):** Sir, have you heard that the Rayalaseema Express has been derailed and nine bogies have capsized near Hyderabad.

**MR. DEPUTY-SPEAKER:** All right.

**SHRI NARAYAN CHOUBEY:** It is not all right.

**MR. DEPUTY-SPEAKER:** You make a mention of it when you speak.

**श्री कृष्ण कुमार गोपल (कोटा) :**  
माननीय उपाध्यक्ष महोदय, मैं सबसे पहले

तो माननीय रेलवे मंत्री जी को बधाई देना चाहता हूं और बधाई इस बात के लिए कि अभी तक सारे देश में बड़ा असमंजस था कि समाजवाद की परिभाषा क्या है? आपने अपने बजट में जो प्रपोजल रखे हैं, उनसे उस व्याख्या का स्पष्टीकरण हो जाता है कि वास्तव में सत्तारूढ़ दल जो समाजवाद की बात कहता है, उसका असली तात्पर्य क्या है। मंत्री महोदय की बजट भाषण में टिप्पणी यह थी कि छोटे फासले के सफर पर रेल गाड़ियों में मोटर बसों के मुकाबले में ज्यादा खर्च होता है इसलिए रेल यात्रा को छोटे फासले के सफर के लिए हतोत्साहित किया जाना चाहिये, डिस्करेज किया जाना चाहिये और यात्रा तभी करनी चाहिये जब मस्ट हो, अतिआवश्यक हो। यह ठीक है कि आप के ऊपर ऐसी जिम्मेदारी आ पड़ी है जिसे आप नहीं चाहते हैं फिर भी आपको निभानी पड़ रही है। लेकिन शायद शब्दों के चयन के अन्दर आपने किसी प्रकार की गम्भीरता नहीं दिखाई है। हिन्दुस्तान की अस्सी प्रतिशत जनता गांवों में रहती है और उसके जीवन निर्वाह के साधन बड़े सीमित हैं। कम से कम इस तरह की बात कह कर आपको उसकी भावनाओं को ठेस तो नहीं पहुंचानी चाहिये थी। आज छोटी यात्रा का सफर कौन करता है? वह किसी हिल स्टेशन पर जाने के लिए सफर नहीं करता है, मौज के लिए सफर नहीं करता है। उसको मजबूरी में सफर करना पड़ता है। छोटी यात्रा करने के लिए मोटर का किराया अधिक पड़ता है। उस किराए को देने की उसकी क्षमता नहीं होती है। इसलिए रेल में सफर करना उसके लिए जरूरी हो जाता है। अपनी फरियाद करने के लिए उसको डिस्ट्रिक हैडक्वार्टर तक, जिला केन्द्र तक जाना होता है। इसलिये मजबूरी में वह सफर करता

है। जगह न होने पर भी रेल की छत पर बैठ कर और अपनी जिन्दगी को खतेरे में डाल कर वह सफर करता है। उसको आप डिस्करेज करना चाहते हैं रेल पर सफर करने से। उसको आप कहना चाहते हैं कि तुम छोटे सफर की यात्रा मोटर से करो रेल से न करो। यह किसी भी प्रकार से उपयुक्त नहीं है। ऐसा कह कर मैं समझता हूं कि आपने उसकी भावनाओं के साथ खिलवाड़ किया है। इतना ही नहीं। इतना कह देने के बाद उसके जख्म पर नमक छिड़कने से भी आप बाज नहीं आए। आपने यहां तक कह दिया है कि मैं जो अपनी प्रोपोजल्ज दे रहा हूं उन से जन साधारण पर अधिक बोझ मैं डालना नहीं चाहता हूं। लेकिन आपने बोझ डालने में कोई कसर बाकी नहीं रखी। आप का लाजिक मेरी समझ में तो आया नहीं, आपका तर्क मेरी समझ में तो आया नहीं। पांच साल की जो छूट थी उसको आपने घटा कर तीन साल कर दिया है। कौन सा तर्क आपने दिया है सिवाय इसके कि जो आपके अफसर हैं यह उनकी दिमागी कुश्ती है। तीन साल कर देने से ज्यादा मिसचीफ, ज्यादा शरारत करने का आप लोगों को मौका दे रहे हैं। जो चालाक आदमी हैं, जो पढ़ा लिखा आदमी है वह तो पांच साल के बच्चे को भी तीन साल का बना देगा लेकिन जो सीधा साधा इन्सान है, जो पढ़ा लिखा नहीं है, जो गांव में रहता है और जिस के बल पर आप भी जिन्दा रहना चाहते हैं वह ऐसा नहीं कर सकेगा और उसका बच्चा अगर तीन साल का भी नहीं होगा तो उसको तीन माल से ऊपर का बना दिया जाएगा और वह बच नहीं सकेगा।

आप और देखें। न्यूनतम किराया जो पचास पैसे हुआ करता था उसको आपने

## [श्री कृष्ण कुमार गोयल]

सत्तर पैसे कर दिया है और एक्सप्रेस ट्रेन का एक रूपये के बजाय डेढ़ रूपया कर दिया है। जुलाई 1980 में किरण बढ़ोत्तरी के समय सौ किलोमीटर तक जो दस प्रतिशत की छूट थी उसको भी आपने वापिस ले लिया है और अप्रैल 1981 की बढ़ोत्तरी के समय जो दो सौ किलोमीटर तक पांच प्रतिशत सरचार्ज की छूट थी। को भी वापिस ले लिया है। आपने कहा है कि इन टैक्सों से आपको करीब 261.65 करोड़ की आमदनी होगी। लेकिन इस प्रकार से जो छूटें आपने वापिस ली हैं गत वर्ष में और जो किराए भाड़े बढ़े हैं उन सब को अगर आप जोड़ेंगे तो 600 करोड़ से अधिक का भार आपकी नई प्रोपोजल्ज से देश की जनता पर पड़ने वाला है।

इतने पर ही आपको तसल्ली नहीं हुई। आपने नमक, शक्कर, अनाज, दालों, खाने योग्य तेलों, वनस्पति, खाद बगैरह जिन पर छूट थी, उनको भी नई प्रोपोजल्ज के अन्दर कवर कर लिया है। क्या इसके कारण इन वस्तुओं के दाम जो जीवनोपयोगी वस्तुएँ हैं, जन साधारण के काम आती हैं, महंगे नहीं होंगे, ये चीजें महंगी नहीं होंगी? क्या इन नये प्रोपोजल्ज के कारण साधारण व्यक्ति की जेब पर भार नहीं बढ़ेगा? वह पहले ही महंगाई से परेशान है और आपके प्रोपोजल्ज से और बोझ बढ़ेगा।

पार्सल की दर में आपने बढ़ोत्तरी कर दी और इसमें आपने दवाइयां, मैगजीन्स और न्यूज पेपर इनक्लूड कर दिये। मैं और चीजों के लिए नहीं कहूंगा जैसे कि ताजे फल हैं, लेकिन कम से कम अखबार, मैगजीन और दवाइयां ऐसी चीजें हैं जिनके पार्सल रेट्स नहीं बढ़ते।

यह सारे प्रोपोजल्ज सरकार के नज़रिये को बताते हैं कि सरकार की जनसाधारण के लिए, जिसकी आय सीमित है, उसके बारे में आपकी क्या राय है, विचार हैं?

मुझसे पूर्व वक्ता ने कहा और मैं जिकर कर देता हूं कि वास्तव में आपका बजट छोटे इन्सान के लिए नहीं, जिसमें बोलने की शक्ति नहीं, आनंदोलन नहीं कर सकता उसके खिलाफ आप कुछ नहीं कहना चाहते, लेकिन जो मूक है असंगठित हैं और अपनी शक्ति का प्रदर्शन नहीं कर सकता उसको दबाने के लिए आपने यह बजट बनाया है। एयर कंडीशन में नई दिल्ली से मद्रास तक के किराये में केवल 5 प्रतिशत की वृद्धि हुई है जब कि आर्डिनरी क्लास के पैसेंजर्स पर नई दिल्ली से मद्रास तक 20 प्रतिशत की बढ़ोत्तरी की है, और छोटे सफर के यात्रियों पर 23 परसेंट तक की बढ़ोत्तरी की है। एयर कंडीशन और फर्स्ट क्लास और ए० सी० में जो यात्री सफर करते हैं इनके लिए एक वर्ड कोइण्ड है सी० ओ० पी० (कट अर्दज पौकिट)। यह जिन्दा हैं दूसरे की पाकिट पर। इन दर्जों में सफर करने वाले अपनी जेब से कुछ नहीं खर्च करते हैं बल्कि या तो सरकार उनको खर्चा देती है या कम्पनियां देती हैं। इन पर आपने बढ़ोत्तरी की होती तो हम समझ सकते थे। लेकिन उन पर नहीं, बल्कि उस पर बढ़ोत्तरी की है जो साधारण इन्सान है और मजबूरी के अन्दर सफर करता है और अपनी जेब से पैसा देता है। ऐसे इन्सान पर आपने भार बढ़ाया है। इसलिए आप अपने बजट प्रोपोजल्ज पर जो किराया बढ़ाया है, उस पर गम्भीरता से विचार करें और राहत देने की कोशिश करें। यह पहला मौका है कि अभी तक जो परिपाटी थी कि सेकेण्ड क्लास या आर्डिनरी पैसेंजर्स के लिए छूट की घोषणा की जाती थी और दूसरों पर किराया बढ़ाया जाता था, उस परिपाटी

के विरुद्ध आपने काम किया है और इस बार सेकेण्ड क्लास और आर्डिनरी पैसेंजर्स पर इतना किराया बढ़ाया है कि शायद रेलवे के इतिहास में यह पहला साल होगा कि इतना अधिक किराया बढ़ाया है।

इन सब किरायों को बढ़ाने के लिए विभिन्न कमेटियों की आड़ ली गई है। मैं पूछना चाहता हूँ कि चाहे नेशनल ट्रांस-पोर्ट कमेटी हो, या कोई दूसरी कमेटी हो, क्या आपने उनकी अन्य सिफारिशों को भी माना है? यह ठीक है कि उन्होंने किराया बढ़ाने के लिए कहा, तर्क हो सकता है, लेकिन उसको स्वीकार करना या न करना सरकार की नीति पर निर्भर करता है। आपने उसको तो स्वीकार कर लिया, लेकिन जहां तक आपकी पंचवर्षीय योजना के जो लक्ष्य हैं और उन लक्ष्यों की पूर्ति के निमित्त जो कुछ भी आशयों पंचवर्षीय योजना में रेलवे विभाग से की गई हैं क्या आप उन्हें पूरा कर पायेंगे? मेरा कहना है कि स्वयं आपके अनुसार जो लक्ष्य छठी योजना में निर्धारित किये गये उनको आप पूरा नहीं कर पायेंगे। और उस सम्बन्ध में स्वयं आपका . . .

रेलवे बजट के मैमोरेंडम में आपने स्वीकार किया है कि छठी पंचवर्षीय योजना के अन्त तक औरिजिनेटिंग ट्रैफिक 309 मिलियन टन हो जाना चाहिए था। इस बात को आपने स्वयं स्वीकार किया है कि जिस प्रकार के रिसोर्सें हैं, पैसे की कमी है, उसको देख कर हम उस ट्रैफिक को छठी योजना के अन्त तक 309 मिलियन टन तक नहीं पहुंचा पायेंगे। आपने अपने एक्स-प्लेनेटरी मैमोरेंडम में कहा है कि हम उसको केवल 283 मिलियन टन के

लक्ष्य तक पहुंचा पायेंगे। यह क्या शो करता है?

यही नहीं, जहां तक वैगन और कोचेज के प्रोडक्शन का सवाल है, रेलवे ट्रैक को ठीक करने का सवाल है [नई लाइनों बनाने का सवाल है], जितने भी लक्ष्य छठी पंचवर्षीय योजना में निर्धारित किये गये हैं, हमें शक ही नहीं, बल्कि विश्वास है कि रेलवे मन्त्रालय छठी योजना के लक्ष्यों तक, जो आज स्थिति है, उसके अनुसार नहीं पहुंच पायेगा। यह मैंने एक उदाहरण दिया है।

इसलिए मैं कहना चाहता हूँ कि आपने इस कमेटी की सिफारिश को मान लिया, सीकरी कमेटी ने जो सिफारिशों की हैं, आपके ट्रैक्स के बारे में आज की स्थिति यह है कि 13,000 किलो मीटर रेलवे ट्रैक तुरन्त रिन्यूअल मांगता है।

मैं रेलवे ट्रैक की बात कह रहा हूँ, 1981-82 के अन्दर 164 करोड़ 59 लाख का प्रावीजन था, इसको 1982-83 में आपने कम कर के 160.53 करोड़ पर ला कर छोड़ा है यानी गत वर्ष के मुकाबले में आपने रेलवे ट्रैक के रिन्यूअल के लिए 40 करोड़ से कम रकम ली है। इसका नतीजा क्या हुआ? नये वर्ष के 160.53 करोड़ में से 125.86 करोड़ तो वर्क-इन-प्रोग्रेस के लिए चला जायेगा और नये साल के लिए आपके पास केवल 34.67 करोड़ रुपया है। इसका तात्पर्य यह है कि ट्रैक रिन्यूअल के बारे में 1979, 80, 81 के अन्दर जो भी योजनाएं लीं, जिनका काम चल रहा है, वह पूरी होंगी, बाकी नई योजनाओं का काम इसमें नगण्य होगा। क्या इससे स्थिति सुधर पायेगी?

## [श्री कृष्ण कुमार गोयल]

दूसरी स्थिति वैगन्स की है, जो हमारी जानकारी है, आज 65 हजार से भी अधिक वैगन आपके ओवर-एज हो चुके हैं। आपने बजट भाषण में 44,700 बताये हैं, हमारी सूचना के अनुसार लगभग जितना स्टाक है, उसका 12 प्रतिशत यानी 65,000 वैगन्स आज ओवर एज हो चुके हैं।

कोचेज आपके 7,500 ओवर एज हैं जो कि लगभग टोटल कोचेज का 20 प्रतिशत है। जो वैगन्स ओवराहल के लिए ढूँढ़ रखा गई हैं वह भी 25 प्रतिशत हैं। लेकिन आपने जो बजट रखा है रोलिंग स्टाक का 1981-82 में यह था 445.62 करोड़ और 1982-83 में आपने 467.29 करोड़ रखा है यानी इसमें 44.2 करोड़ की बढ़ोत्तरी हुई है। इसका परफार्मेंस क्या हुआ? यह होने वाला है कि 456.10 करोड़

is meant for deliveries of stock already on order.

जिनके आर्डर दिये जा चुके हैं पिछले बजट में, पिछले वर्ष में उन्हीं के पैसे चुकाने में यह 455.10 करोड़ चला जायेगा और नये कामों के लिए इस रोलिंग स्टाक के अन्दर केवल 11.19 करोड़ ही बाकी रहेगा। इसका तात्पर्य यह हुआ कि छठी पंचवर्षीय योजना के जो लक्ष्य आंके गए हैं और उनको देखकर जो रोलिंग स्टाक की स्थिति है, ट्रैक्स की स्थिति है, उनको पूरा करने के लिए आगे बढ़ने का सवाल नहीं होता। रेलवे विभाग प्रोडक्शन को ज्यादा कर के वर्तमान मांग को पूरा करने की स्थिति में नहीं है। जहां तक लोकोमोटिवज का सम्बन्ध है, पुराने प्रोग्र.म के अर्गेंस्ट डिलीवरी 13,874 और इस साल के प्रोग्राम के लिए डिलीवरी केवल 452 है। कैरिजिज गये साल की 10,215 की डिलीवरी के मुकाबले में इस साल केवल 288 है। वैगन्ज नये साल के

आर्डर्ज के अर्गेंस्ट 21,517 हैं और इस साल 379 हैं। ये सब आंकड़े बता रहे हैं कि आज की स्थिति कितनी असंतोषजनक है।

मैं एक और गंभीर बात की तरफ आप का ध्यान दिलाना चाहता हूँ। व्हील एंड एक्सल प्लांट बंगलौर के लिए 1981-82 में 64 करोड़ रुपये का प्राविजन था, लेकिन 1982-83 के लिए केवल 30 करोड़ रुपये का अनुटले रखा गया है। स्थिति है कि आज इस प्लांट को पूरा करने के लिए 70 करोड़ रुपये चाहिए। इस के मुकाबले में इम्पोर्ट आर्डर्ज और इन्डिजिनेस मशीनरी के आर्डर्ज 60 करोड़ रुपए के दिए जा चुके हैं। इस साल बजट केवल 30 करोड़ रुपये का है। तो फिर इस 60 करोड़ रुपए के खर्च को कैसे मीट किया जाएगा?

आप ने इसी बंगलौर प्लांट के बारे में पब्लिक एकाउन्ट्स कमेटी की रिपोर्ट देखी होगी। उस में बताया गया है कि इस प्लांट को सेवनीज में बन कर तैयार हो जाना चाहिए था, लेकिन रेल विभाग द्वारा की गई डिले के कारण, गलत नीतियों के कारण और योजना न होने के कारण आज वह प्लांट दस बीस टाइम्स कास्टली हो गया है। मैं पूछना चाहता हूँ कि मंत्री महोदय इस के लिये जो रकम मांग रहे हैं, उस से क्या होगा?

जहां तक नई रेलवे लाइनों का सम्बन्ध है, मैं इस बात को स्वीकार करता हूँ कि पहले के काम और योजना को कनसालिडेट कर दिया जाये और अभी नई लाइनों की ज्यादा बात न की जाये। लेकिन जिन लाइन्ज को संक्षण कर दिया गया है, जिन पर खर्च भी हो गया है, उन के लिये नये बजट में केवल नामिनल राशि रख कर क्या वेस्टफुल एक्सपेंडीचर नहीं किया जा रहा है। उदाहरण के लिये मेरी कांस्ट्रक्शन्सी में कोटा-चित्तौड़ गढ़ लाइन की संक्षण हो गयी है। मंत्री महोदय को भी उस लाइन से काफी लगाव है। नहां लैंड इक्वीजीशन हो गया है, अर्थात्

के आर्डर्ज प्लेस हो गए हैं और मिट्टी पड़नी शुरू हो गई है। मगर उस लाइन के लिए केवल ढाई करोड़ रुपए रखे गये हैं। इस से उस लाइन का क्या होगा? यह वह लाइन है, जिसपर कोटां को चित्तौड़गढ़ से कनेक्ट करने के बाद आठ से दस तक सीमेंट के कारखाने खड़े हो जायेंगे। इतना सारा मटीरीयल वहां पर पड़ा हुआ है। वह सारा बैंकवर्ड एरिया है। मगर इस लाइन के लिए सिर्फ ढाई करोड़ दिए गये हैं। इससे ऐसा लगता है कि मंत्री महोदय इन प्रश्नों पर गम्भीरता से विचार नहीं कर रहे हैं।

रेलवे में बहुत बग़लिंग हो रही है। मेरे पास समय के अभाव में पब्लिक एकाउंट्स कमेटी की रिपोर्ट्स को पढ़ने का टाइम नहीं है। आप ये रिपोर्ट्स पढ़ सकते हैं। पब्लिक एकाउंट्स कमेटी की 15वीं रिपोर्ट (1980—81) : कोलेबोरेशन एग्रीमेंट फ़ार मनुफैक्चरिंग आफ डीजल इंजिन, 23वीं रिपोर्ट (1980—81) : इम्पोर्ट आफ ब्हील सैट्स, 45वीं रिपोर्ट (1980—81) : ब्हील एंड एक्सल प्लांट, जिसके बारे में मैंने अभी बताया है, 73वीं रिपोर्ट (1980—81) : रीमोर्डिंग आफ मुगलसराय मार्शलिंग यार्ड।

इन रिपोर्टों से पता चलता है कि प्रशासन की लालकीताशाही और समय पर निर्णय न लेने के कारण सारी गड़-बड़ियां हो रही हैं और करोड़ों रुपये का नुकसान हो रहा है। अगर इस पैसे की बचत की बजाय, तो मंत्री महोदय को और पैसा मांगने की जरूरत नहीं होगी। अगर फ़िनांस मिनिस्टर रेलवे के विकास के लिए और पंचवर्षीय योजनाओं की पूर्ति के लिए पूरा पैसा दें, तो हम उसका स्वागत करेंगे। लेकिन रेलवे के पास

साधन मौजूद हैं। हिन्दुस्तान टाइम्स में रेगुलरली आर्टिकल्ज आ रहे हैं कि एक एक्सपर्ट ने योजना बनाकर रेलवे विभाग को दी है, जो पांडे कमेटी के विचाराधीन है। उसने बताया है कि रेलवे बिना खर्च किए बीस साल में आत्म-निर्भर हो सकती है और उसे किराया या भाड़ा बढ़ाने की जरूरत नहीं है। मैं जानना चाहता हूँ उसपर क्या विचार किया है। मुझे डर है कि वह रिपोर्ट लाल फीताशाही द्वारा दबा नहीं दी जावे।

अन्त में मैं केवल यह कहना चाहूँगा कि जहां तक वैगन-एलाटमेंट की बात है, श्री केदार पांडे के जमाने में जो कुछ हुआ उसको मैं कहना नहीं चाहता। हजारों वैगन आउट आफ टर्न एलाट किए गए। और उपाध्यक्ष महोदय, आप जानते हैं आउट आफ टर्न जो रैक्स एलाट किए जाते हैं उसमें पचास हजार से लाख-लाख रुपये तक लिया जाता है। शायद किसी भी मिनिस्ट्री ने ऐसा रिकार्ड क्रियट नहीं किया होगा। किसी को चार, किसी को पांच और किसी को सात—इस तरह से पौने चार सौ रैक्स आउट आफ टर्न एलाट किए गए। इस तरह की चीजें और घोटाले अगर बन्द हो जायेंगे तब भी स्थिति में कुछ सुधार आ सकता है।

\*SHRI V. S. VIJAYARAGHAVAN (Palghat): Mr. Deputy Speaker, I heartily welcome this Budget. The hon. Railway Minister has in his budget speech referred to the phenomenal increase in freight traffic during the year that has gone by. He said that by the end of December 1981, Railways have moved as much as 215 million tonnes of goods and he hoped that it would increase further in the coming year. I congratulate the Railway Minister and his Department for the zeal with which they have done this job and the pragmatic approach that they adopted in

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the matter. Similarly I am very happy to note that the hon. Minister is paying more attention to renovation of out-dated tracks and replacement of delapidated rolling stock. This is very essential because it is this condition of the track and the rolling stock that is causing majority of rail accidents. The proportion of rail accidents due to bad condition of track and rolling stock was 17 per cent in 1981. But within a year this proportion has gone upto 52 per cent. This only shows that greater attention has to be paid towards this problem.

While I am happy to support the budget I think it is my duty to point out certain draw backs in the functioning of the Railways. I am afraid the increase in the passenger fare proposed in the Railway budget is a bit too much for the second class passengers. This increase will effect the long distance traveller more than anybody else. A person travelling from Delhi to Kerala will have to pay now Rs. 25 more for his ticket. This imposes a heavy burden on them. Therefore I request the hon. Minister to reconsider this increase. Similarly, the hon. Minister has withdrawn the concession given to children in the International Year of the Child. He has reduced the age limit for free travel from 5 to 3 years. I think we should show the children a little more mercy and I request the hon. Minister to restore this.

Now, I come to certain problems of my State of Kerala. Kerala has always been neglected in the matter of railway development. I am sorry to say that Kerala has had no significant development in respect of Railways during the last 35 years. I want to tell the House that Kerala's share of railway lines is far below the national average. We have in our country 60,000 Kms. of railway lines, out of which Kerala has got only 914 Kms. In other States, there are 10 Kms. of railway line for one lakh of population whereas Kerala has only 4 Kms. of

railway line for one lakh of population. This shows the extent of neglect Kerala has suffered over the years. I am sorry that in this year's budget also there is no proposal for investment of any significant order.

The Kuttippuram-Guruvayur railway line has been a long cherished wish of the Keralites. It has been raised in the House for a long time. The former internal resources to the maximum pathi had realised the importance of Railway Minister Shri Kamlapati Tir provision in budget during his time. But a token provision is not what is required. I must tell the House that this line would connect Guruvayur, one of the major pilgrim centres of South, with rest of India. Thousands of people visit this temple every day. I need hardly emphasise the importance of this line. I want to invite the hon. Minister to this place and then he will realise the need for having this particular line. After he has finished with his budgetary work etc. he should find some time to come to Guruvayur. I once again invite him. I would request him to speed up the survey of this line so that it could be constructed as early as possible.

Another point I want to deal is the Coastal railway of Kerala. In fact, the Planning Commission had realised the importance of having a railway line along the coastal region of Kerala from Alleppy to Ernakulam. Coir industry which is the most important traditional industry of Kerala is concentrated in Alleppy. Coir, copra and other products can easily be transported to other parts of the country if this railway line is constructed. But I am sorry to find a very meagre allocation of 30,000 rupees for this. In fact, this is going to be highly economical line so far as revenue is concerned. Therefore, my earnest appeal to the Minister is that he should pay more attention to this line.

Another point is about electrification of lines in Kerala. It is a long standing demand that Railway lines in Kerala should be electrified. Kerala is

producing surplus electricity and this can be used in electrifying the lines. At present we are getting coal from Bihar to run the steam engines in Kerala. If supply of coal from Bihar is delayed or disrupted many trains will have to be cancelled. Electrification is the only remedy for this problem. But somehow the Government has never considered it favourably. I want the hon. Minister to reconsider this stand.

I was talking about the neglect of Kerala. But more is the neglect of Malabar region of Kerala. When there is a coal shortage it is the rains running in the Malabar region that are cancelled first. This causes incalculable hardship to the people of Malabar. Therefore, I have to make certain suggestions in order to improve the rail facilities in this region. First of all, I want to suggest that the Arcot Express which starts from Madras and terminates at Erode should be extended upto Calicut. Calicut is an important commercial centre. This train, if extended, will be beneficial to Coimbatore also. The hon. Minister may kindly consider this suggestion. Similarly, another line between Kollengode and Trichur via Alathur should also be constructed. This line can be extended further so as to link Pazhani, Madurai on the one hand and Tirubampadi, Paramakkavu, and Guruvayur on the other. Another suggestion is that the K.K. Express which is running between New Delhi and Trivandrum should be converted into Tri-Weekly train because there is very heavy rush in this train which is at present bi-weekly.

Palghat is an important place in the Malabar region of Kerala. This area is industrially very backward. I have demanded one a number of occasions that a coach repair factory should be set up in Palghat. The Government of Kerala had promised land free of cost and electricity and water at reasonable rates for this purpose. But unfortunately Railway Ministry has not accepted this proposal. I request the hon. Minister to consider this request fav-

ourably and set up a coach repair factory in Palghat. u

Another problem to which I want to draw the attention of hon. Minister is about the loco shed at Shornur. This loco shed was constructed in 1896. With dieselisation having been started there, this shed is being wound up. There are more than 1000 workers working in this shed. They are being asked to vacate this place. This is an unfortunate situation. Of course dieselisation is a very welcome step. But along with that some arrangement should be made to absorb these workers there itself. This particular loco shed has played a very important role in the development of this area. Therefore, in order to ensure continued development of Shornur, a diesel repair shed should be constructed there in place of the present loco shed.

Lastly, I would draw the attention of the Minister to a problem being faced by the Keralites who are living in Bhilai, Madhya Pradesh. There are a lakh of Malayalees living in this area. Majority of them are working in the steel plant. Hundreds of people are going to Kerala every day but the rail facilities are so inadequate that they are facing a lot of hardships. First of all, there is no direct train to Kerala from this place. First they have to go to Nagpur and take another train to Madras and from Madras another train to reach their home towns. Reservations is extremely difficult. When they pay hundred rupees for a ticket, they have to pay 150 rupees for reservation. Therefore, I would request the hon. Minister that a train should be introduced between Howrah and Kanya Kumari via Bhilai and Nagpur. This will solve the problem of these people. I hope he will look into it.

Finally Sir, I once again support the budget and hope that the hon. Minister will kindly consider all my suggestions sympathetically. With these words I conclude.

**SHRI CHANDRA SHEKHAR SINGH (Banka):** I think, I am expressing the

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feelings of this House when I convey my sense of appreciation of the Railway Ministry for the splendid work which they did during last year and earlier. They have made notable contribution to the recovery of the economy. It is through real efforts primarily that it has been possible to increase production in all sectors and improve infra-structural facilities in the country. So also the Railways have become more viable and its financial position has definitely improved. The most outstanding achievement, as has been vouched by many Members in this House, has been in the sphere of freight traffic. I would not like to repeat the figures quoted by the hon. Members here. But the Railway Minister and his able colleagues and also his predecessor in office and very much more the Chairman and the Members of the Railway Board deserve credit for their performance. I also must convey our gratefulness to the workers in general who have made their positive contribution for this good work.

I would like to quote certain figures which would indicate that even now the trend towards this improvement is firm and steady. Last January, the total daily loading rose to 34041 wagons. In January again, the revenue earning originating traffic is likely to be 19.70 MT compared to 18.53 MT in January, 1981. Net tonne kilometre for revenue earning traffic in December last aggregated to 14.39 billion against 13.39 billion in December, 1980. Cumulative net tonne for the period April to December, 1981 has been 120.20 billion compared to 103.9 billion during the corresponding period in 1980.

The Railways, I hope, would even surpass their own budget estimates by more than 5 MT. This upward trend is indicative of the health of the railway system. It has helped boost the moral of all public sector undertakings in the country. It clearly shows that a good leadership can achieve very good results within a short span of time.

There has been a continuous rise in the utilisation of assets during the last two years although the high point of 1976-77 has yet to be reached. The turn-round time of wagons has considerably improved. A reduction in the turn-round by one day means a colossal amount of Rs. 500 crores. The railways have been able to reduce this turn round by two-and-a-half days in just one year, and thus added to the general efficiency of the system. There is, however, still scope for making improvement in movement of goods traffic which can be made even speedier. There has been a slight increase in average speed of goods trains from 14.8 in 1979-80 to 15.2 in 1980-81. But I think it is more due to electrification and dieselisation programmes which they have undertaken, and I am sure that, with better operational standards, the railways would be able to achieve even greater heights.

I must also add that industrial peace has been maintained in the railways, for which the management and the workers deserve full credit. It was no easy job to instil discipline and dedication to work among the employees at all levels, and I think they are going along in the right direction.

There have been accusations in certain quarters, as one Member here pointed out, that the railways are trying to over-stretch themselves and that safety precautions have not been taken. I think this is an uncharitable criticism and incorrect also.

All the same, the standard of total performance achieved in 1976-77 has still not been achieved. I think it would be repeated. Moreover, the utilisation of assets is far behind some of the efficient railway systems in other countries.

Although the situation has been very much made clear by almost all the members here, it is certainly from different angles, as Shri Goyal has just now stated. He wanted every improvement to be made, but he was still critical of certain increases in fares

and freight charges that have been suggested here.

We find that although about 41 per cent of the total railway plan expenditure during the last 30 years has been on procurement of rolling stock, yet modernisation of rolling stock is an area of major concern for the railways in order to provide the necessary transport facilities. In need not quote figures; there are heavy arrears in maintenance of track and rolling stock, repair of bridges and so on.

The railways shall continue to be the backbone of the country's transport infrastructure in the foreseeable future. The Sixth Plan projection of originating traffic in 1984-85 is 309 million tonnes and the total transport effort required in 1984-85 is 220 billion tonne km. The railways have to develop the capacity to clear all types of freight traffic, except perhaps short distance traffic.

The electrification programme has to be accelerated and replacement and maintenance of rolling stock speeded up. In this background, we find, as has been pointed out by Prof. Madhu Dandavate, that the total Plan outlay is totally inadequate, not only to meet the urgent and unavoidable responsibilities in the years to come, but are meagre even for achieving the physical targets set in the Plan itself.

The planning Commission should also keep in view the requirements of unserved and backward areas for opening of new lines, which has not received due attention in the past. There is a strong case for more railway lines and growth of railways. Almost every member here has something in his mind and some suggestions to make. It is difficult, rather improper, for the Government to ignore these demands for long.

The RTEC have envisaged the passenger traffic at 520 billion passenger km and freight traffic at 468 billion net tonne km by 2,000 A.D. The Plan

must be generous to the railways. But the Railways must also generate their internal resources to the maximum. The present Plan outlay envisages only 1/4th contribution by the Railways, while the RTEC suggested 40 per cent of the total outlay from internal mobilisation.

The rise in railway tariff has been objected to by many Members here, particularly the Members of the Opposition. But I would like to point out to them that railway tariff has been lagging far behind the prices of major inputs. The price index of inputs like mineral oils, iron and steel etc. during the last 25 years, between 1950-51 to 1975-76, has gone up by 500 per cent and the index for the average cost of railway employees has gone up during this period by 418 per cent, but the average earning per passenger kilometre has risen only by 234 per cent and the average earning per tonne kilometre has gone up only by 257 per cent. The recommendations of the RTEC have to be kept in view, which calls for a complete restructuring of the railway tariff, which is essential and unavoidable not only for the rehabilitation of the railways but also for the growth of the railway system in future.

The Ministry is trying to do so in small doses, which is not only inadequate, but also does not allow or vary the levies at appropriate points in appropriate measures. A planned and adequate effort is the crying need of the railways today.

This is not a measure which is inflationary in content. It has been calculated, Sir, that even a 100 per cent rise in the freight rate of coal will not push up the wholesale price index by more than 0.2 per cent. Moreover, there is also the aspect of demand management in respect of passenger traffic. Mr. Goyal objected to the language of the speech. It may have been improved, but the substance of it is 100 per cent correct because railways have to discourage the short

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distance travel by passengers which has to be met by other transport facilities. I would, therefore, suggest that in order to put the railways on the rails and make them move to meet the future with confidence, a bold effort indeed a departure, has to be made. A greater emphasis, I would like to add, has to be put on the Research and Development wing, which should be able to develop innovations and new techniques in every direction. The achievements of the last two years have been possible primarily with the introduction of new ideas and techniques. But they have to go far deeper to put the railways in proper health to meet the challenge not only in two or three years to come, but the challenge which has to come to us in the year 2000 A.D.

Just a word about some of the labour problems and I would conclude. I would very much commend, in this year of Productivity, the pursuit of the productivity-linked bonus scheme which would be made more meaningful for all the railway employees. But I would like to point out one aspect of the present staff strength. Out of the total strength of 15.7 lakh railway employees who are regular, 9.7 per cent are Group 'A' and 'B' officers, 45.9 per cent are Group 'C' staff and 33.4 per cent is in Group 'D'. Average salary per employee works out to Rs. 703 per month. Against this average salary of Rs. 703 the average salary of Group 'D' staff is about Rs. 450 only per month. And that of Group 'C', it is Rs. 550 per month. It is, therefore, indicated that Group 'D' and most of the Group 'C' staff are far behind the average salary of Rs. 703 per month during their entire career. The main reason is that during the recent past there has been a tendency of making the administration top heavy. If comparison is made between the number of staff in 1960-61 and 1980-81 it would be amply clear that there has been higher growth in Class A & B

staff which is almost more than twice and hardly 30 per cent growth has been in Group C & D staff. I would suggest the Railway Minister to look into this aspect of the question and wherever cuts can be made and efficiency can be added, I think he would not hesitate to apply those cuts.

Again out of the total strength of 721 lakh group 'C' employees, their promotion chances to Group 'B' are 0.7. The avenues of promotion are very meagre. This particular problem has led to the formation of so many categorical unions which are posing a grave threat to the entire trade union movement in the Railways. I am sure that the Railway Minister and his able colleagues—State Minister and the Deputy Minister—would look into this problem and enthuse the workers to greater dedication in service in the Railways.

Sethiji has taken over this very important and key assignment in the entire economy. His record as Minister of Petroleum and Chemicals has been noteworthy for certain remarkable achievements. I am sure with his experience and dynamism he will make the Railways more efficient and healthy to meet the challenges of the future.

**SHRI K. R. RAMAMURTHY (Krishnagiri):** I rise to support this Budget presented by hon. Minister, Shri P. C. Sethi—Minister for Railways.

Members from different parties have expressed their views with regard to the safety and for adding some more passenger amenities in the Railways.

Accidents are rampant. Therefore, it is good that the hon. Railway Minister has dealt very much with the safety aspect so that accidents in future should not occur.

Before I go into the matter of my Constituency and the State, I would like to suggest one or two points for

improvement in the Railways which I hope the hon. Minister will kindly consider.

Some of my friends have questioned about the dividend payable to the General Reserve which has been drawn in the year 1954 or 1956. This has been used only for laying the railway lines, purchase of wagons and passenger coaches. I was told that every year this is being reviewed by the Railway Convention Committee to explore the possibility how much Railways should pay to the General Reserve Fund. If I am correct, the railways is also one of the public undertakings of the Government. The present Government has invested more than Rs. 18,00. crores in various public undertakings. I am also in the Public Undertakings Committee. I never find any such Convention Committee in other public undertakings. Compared with other public undertakings, the railways is a public utility service. I should say, it is more important than any other public undertaking in the country. If the Convention Committee is to be constituted for all other public undertakings, then it is a different matter. I can understand the amount which the railways contributes to the General Reserve by way of dividend being ploughed back to the railways for utilising the funds for the development of railways. But it is not so. The present budget has given us a very rosy picture about on-going projects and new railway lines. It would not have been so if the railways had stopped paying dividend to the General Railways. This is my suggestion. The Government and the Railway Ministry should take up this seriously and consider this matter.

PROF. N. G. RANGA (Guntur): You suggest that the Railways should not contribute to the General Reserve.

SHRI K. RAMAMURTHY: That is my suggestion. Even though it is going to the General Reserve, they are not ploughing back the amount to the Railways for utilising the funds. If it

is ploughed back to the Railways for utilising the funds it will be utilised in a better manner.

Here, some of my colleagues from Tamil Nadu have pointed out about the Tuticorin-Dindigul-Karur railway line. Last year, with all our efforts, this project was sanctioned and they allocated Rs. 2 crores as against the budgetary estimate of Rs. 42 crores and odd. This time, they have allocated only Rs. 70 lakhs. Why has this happened? This has raised a doubt not only in the minds of the Members of Parliament from Tamil Nadu but also among the people of Tamil Nadu whether this project will be taken up or it is going to be shelved. The Railway Minister's Budget speech has further created a doubt and a suspicion about it. I quote:

“Since the on-going and sanctioned projects and surveys are far too many in number, which cannot be accommodated within the resources becoming available, I am compelled to adopt the rational policy of utilising the scarce resources judiciously and complete a few of the projects at the earliest so that the nation can derive the benefit of the investments rather than spreading the funds thin on a large number of projects.”

Now, my question is, if that is so why have they taken up so many projects? Either it should have been on political compulsion or it should have been on dire necessity of that area. Once they have made a commitment in Parliament, once it has been sanctioned by the appropriate authorities, it should be gone through. If they are coming out with this rosy picture, I cannot understand why this on-going project should be shelved. In this respect, I would like to submit to the hon. Railway Minister that just giving some paltry or some very meagre amount to the on-going projects is very bad.

My colleague has very rightly pointed out that Tamil Nadu should have a Railway Minister. It is true that not

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only in '80s but even from '60s and '50s, there has been no new railway line of conversion of metre-gauge into broad-gauge line in Tamil Nadu. The Railway Board and the railway officials are very clever. They know how to please the Ministers. Supposing an ordinary member puts up some schemes they would be immediately thrown into the dust-bin. By circumstances, if he happens to be the Railway Minister, immediately those very schemes will come first on his table. This is the practice; this is the practical view taken. Mr. Jaffer Sharief is laughing. But it is true.

MR. DEPUTY-SPEAKER: Has Mr. C. K. Jaffer Sharief done anything like that?

16 hrs.

SHRI K. RAMAMURTHY: I do not know. I do not want to embarrass Shri Jaffer Sharief by quoting certain things. But that is immaterial because we are neighbours.

Some of the Projects have been already estimated, already sanctioned, and even after commissioning the Projects, particularly in Tamilnadu, the work has not been completed. It is very bad. I am stating this because for the last 30 years, except a line from Bangalore to Salem, and another from Tirunelveli to Nagercoil there was no other line or any new line taken up....

My friend Shri Vijayaraghavan was telling just now that Yercand Express which terminates at Erode should be extended to Calicut.

You know that 7 trains are running in the Madras-Calicut or Trivandrum line. One of the trains terminates at Coimbatore. Another train terminates at Erode. The remaining 5 trains are coming from Kerala. So, there is no logic in asking for the extension of this Yereand Express to Calicut.

While all other trains terminate at Trivandrum, I would like to express here that either the Railway Department or the Railway Board or even the Southern Railway, is not prepared to extend these Express trains from Trivandrum to Kanyakumari. But they always claim that our Country extends from Kanyakumari to Kashmir. But they are not extending the trains. There is only one passenger train which runs from Trivandrum to Kanyakumari.

All the metropolitan cities of our country, except Madras, are having the metropolitan rapid transport system. This year they have allocated some money only to keep the staff alive in Madras. But they are not prepared to sanction the project to meet the growing needs of Madras city and the growing needs for the rapid transport system. The World Bank has also advanced some money for the expansion of the city since the city has become more clogged. The Railway authorities are still sleeping on that project. In Casutta, they have taken up the Metro system. In Bombay also, they have taken up the Metropolitan rapid transport system.

My friend Shri D. S. A. Sivaprasam was telling about the circular railway in Delhi. If you find some time, you please go and sit in that train. If you find some 4 persons including yourself, I am prepared to accept this proposal. By this, I do not mean to say that this project should not be taken up. There should be some priority over the projects.

I would like to know within which period the other projects would be completed.

The other problem is this conversion of Bangalore and Salem. Our Minister of State in the Ministry of Railway knows very well that Yashwantpur line is still in the metro gauge in his State even after his swearing in. This line has been in the metre gauge even before he was sworn in as Railway Minister. Almost all the other lines have been converted into

broad gauge. It is once principally agreed...

**AN HON. MEMBER:** The Minister of State in the Ministry of Railways has not agreed. You convince him first.

**SHRI K. RAMAMURTHY:** He may not agree always. The importance of this Salem-Bangalore conversion was once principally agreed. This work is not yet taken up. It is not even in consideration stage.

**MR. DEPUTY-SPEAKER:** The Minister of State in the Ministry of Railways may agree for the surveying.

**SHRI K. RAMAMURTHY:** Let the Minister say it.

Another important factor is particularly the Madras to Villupuram line. My friend Shri Era Anbarasu comes from that Constituency. More than one lakh passengers come from Chengleput and other areas to Madras city for employment. The proposal to increase the frequency of trains or constructing of the double lines has never been looked into.

There are nearly one and a half lakh commuters. If the Railway Ministry has any doubt, let them make a survey. Very recently there were clashes due to non-availability of accommodation in the train and not of people were arrested and they are being punished in the court of law. Therefore, this is a dire necessity—construction of a double line from Madras to Villupuram.

Now I am coming to my constituency, Krishnagiri. In 1978 train No. 901-902 was running in the day time from Salem to Bangalore. It was stopped. When I was sitting on that side, I was asking Prof Madhu Dandavate who was then sitting here and he told us that due to non-availability of coal, it had been stopped very temporarily—not even temporarily but 'very temporarily'. For the last four years, I have been wondering,

how the Railway Ministry has not been finding coal. That was the only day-time train. The entire Dharmapuri district was being catered to by this train. Dharmapuri district has been declared by the Government of India as an industrially backward district. From Bangalore to Salem, a night train is there; it starts at 9.20 p.m. from Bangalore City and reaches Salem, 125 miles away, the next morning at 6.00. Will anybody travel by such a train? For covering a distance of 125 miles, it takes nearly 9½ hours! Train No. 901-902 has been stopped. On the one side of Dharmapuri is Jolarpet and on its other side is Salem; Dharampuri district is in between Jolarpet and Salem. My frequent and earnest request to the Minister has been that some train should be stopped in day time to either of these places—Morappur or Samalpathi. The entire Dharampuri district is being neglected. They have told us that, for some safety reasons, they cannot stop the train there. But, Sir, from Jolarpet to Tirupattur the distance is hardly seven kilometres. The Southern Railway administration thinks that it is very proper that they can have stops at Jolarpet and Tirupattur, but they are not prepared to give any stopping in between 70 miles. This is the impractical view taken by the Southern Railway administration.

I hope the Railway Minister will look into all these matters and concede some of the points which are very genuine—about my constituency as well as about Tamil Nadu. I hope he will do some justice in these matters.

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):** Mr. Deputy-Speaker, Sir, I am grateful to the hon. Members who have participated in the discussion on the Railway Budget I have listened to the valuable suggestions that they have made. My senior colleague, Shri Sethi, will be dealing with the important issues while winding up the debate. I will be replying to some

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of the important points raised by the hon. Members.

One important issue raised relates to allocation of more funds by the Planning Commission, so that the development schemes of the Railways do not suffer on that account. As has already been stated in the Budget speech, every possible effort will be made to ask for increased allocations during the mid-year review of the financial position of the Railways. However, I may point out that the financial position of the Railways would continue to be difficult despite the proposed increase in fares and adjustments in freight rates. As a matter of fact, it has been pointed out in some quarters that our present efforts for raising the resources are inadequate inasmuch as the Railways would not be in a position to generate substantial internal resources, for meeting the urgent needs, for clearing the accumulated arrears and on account of repairs and maintenance and replacement of old assets.

Several hon. Members have highlighted the imperative need for clearing the backlog of arrears in regard to maintenance and particularly, renewal of over-aged track. At present failure of other railway equipment which is Locomotives, coaches and wagons is also due to lack of proper maintenance.

Another important aspect which is causing us deep concern is the safety of railways and we are making all possible efforts to make rail travel safe as stated by the Railway Minister in the Budget speech. We have initiated a variety of pragmatic measures to minimise the incidents on the railways and we are creating a climate of safety consciousness at all levels of the railway working. I may reassure the hon. Members that this important aspect is uppermost in our mind.

Likewise, as regards punctuality, we have been quite serious about it

and we have, among many other measures, set up a regular monitoring cell in the Railway Board which is frequently checked by me personally and by my senior Minister and here also we expect positive improvements shortly.

I would also like to inform hon. Members that I have been personally visiting various Divisions in the country and holding discussions with the lowest formation relating to punctuality and safety.

Now I would like to take up some of the points raised by hon. Members. My hon. friend, Shri Madhu Dandavate has referred to the question of unmanned level crossings. There are more than 22,000 unmanned level crossings on the Indian Railways. Therefore, Shri Dandavate will realise—as he himself has been there—that in manning the unmanned level crossings, the alignment of the road and the railway, visibility consideration and the track passing through the railway crossing will all have to be taken into account. The Railways undertake a periodic review of these large number of unmanned level crossings in consultation with the State Governments and decide as to which level crossing needs manning or upgradation. In other words, a list of the level crossings required to be manned or upgraded is just drawn up by the Railways in consultation with the local civic authorities and depending upon the availability of funds, the manning is done on a programmed basis.

The initial cost of manning an unmanned level crossing is about Rs. 1.5 lakhs and the recurring maintenance charges are Rs. 20,000 per annum. So, manning of all the unmanned level crossings which are 22,000 in number, would involve a huge initial expenditure of about Rs. 330 crores and a recurring expenditure of Rs. 45 crores per annum.

Another point made by Shri Dandavate is that the Unions should be

associated with the safety aspect. I entirely agree with him. In this connection, I might like to inform the House that recently this matter was discussed in a series of meetings with the labour representatives where not only the top labour leaders but also the lowest functionaries like the drivers, guards, ASMs, etc. themselves were present. We had very useful and frank discussions with them. They made several valuable suggestions and we are giving due consideration to them.

Another point made by Shri Dandavate was that trains are being run without guards and firemen are running the trains and not the drivers. In fact, the existing rules provide for running of trains without guards in an emergency, in emergency after taking adequate precautions. This is, however, not in general practice.

As regards the firemen running the trains, no staff is permitted to take independent charge of the train unless he is qualified and even granted a competency certificate after due testing. He also referred that though some larger industries are taken care in the allotment of wagons smaller industries were not getting wagons adequately. I am afraid I cannot agree with my learned friend. As he is aware, the outstanding indent for wagon supplies is a true indicator of the demand and supply of the railway transport.

We will be interested to know that in 1979-80, the outstanding registration of indents of Board on the Broad gauge was 2,04,387. By January 1982 this figure came down to 55,401 as against 83,952 upto December, 1981. Similarly, the outstanding indents on the metre-gauge have also fallen from 84,871 in 1979-80 to 31,255. These figures would amply show that the supply position of wagons on the Indian Railways has tremendously improved and, therefore, the smaller industries are also getting their dueshare.

My frind, Shri Ramamurthy was just now referring about the coal and said that trains are being cancelled for lack of coal. Sir, as you are aware, there is a shortage of steam coal in the country. The coal is of different types—steam coal and slack coal. The coal is further graded as Grade I and Slack coal is used in the power house while steam coal is used for steam generation in industries like the textiles, potteries, glass, railways etc. There is shortage of steam coal in the country with the result that Coal India is not able to meet the demand of all sections. There is a *pro-rata cut* and the railways also have to suffer. However, sometimes there is cancellation of trains which is not due to the railway's fault but due to the shortage of steam coal in the country.

SHRI K. RAMAMURTHY: Not sometime. For four years. That was what I had pointed out.

SHRI C.K. JAFFER SHARIEF: So far as the railways are concerned, they can move the coal if it is available at the rail heads. We were able to move coal to power houses, steel and cement industries etc. There has been some criticism about the ticketless travel. As you are aware, the Govtrnment is determined to provide an honest and efficient service to the public. My colleague, Shri Mallikarjun and the Director went for checking up ticketless travel. There has been a good improvement on that account. It was about 1.8 lakhs in 1979-80 per month. Subsequently, by our intensive campaign and by our intensive efforts and intesification of our checks, there has been improvement. Presently it is 2.6 lakhs. That shows how keen the intensive efforts are going on.

Coming back to my hon. friend, Shri Parashar, he just now felt the need for setting up a railway divisional office at Chandigarh so as to cover the areas falling in Haryana, Punjab, Jammu and Kashmir and Himachal Pradesh. In the last years budget, the Railway Minister had stated that the Railway

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Reforms Committee had been set up which would go into the overall question of setting up of new railway zones as also the question of setting up new divisions on the zonal railways if necessary.

However, our respected Pandit Kamalapati Ji is here. When he was the Railway Minister, while presenting the Railway Budget, he had announced that Delhi Zone would be split into two divisions. From the operation and administrative considerations, the location of the new division at Ambala instead of at Chandigarh is found to be more advantageous.

Sir, efforts to obtain land at Ambala are in progress. Shri Panigrahi also referred to the question of bifurcation of zones and creation of new Divisions. As I stated just now these matters will obviously be examined by the Railway Reforms Committee and the Government will certainly consider their recommendations. (Interruptions).

Sir, he desired that schemes of workers' participation in management should be expanded to elicit cooperation from the workers. I may inform him that corporate enterprise groups consisting of equal number of railway staff and management has been functioning at zonal and Divisional level in the Railways for the past four years. Instruction have been issued to ensure that these meetings are held regularly in every major workshop. Also joint council and a number of staff council are also functioning.

Shri Daulat Ram has desired that every case should be looked into properly particularly the large-scale retrenchment of staff in connection with the loco-running staff agitation. Sir, as has been pointed out by the Railway Minister, we are conscious of the fact that the enlightened management has to play a good role and it

has become their prime duty to take constant care of the staff working under them and make every possible effort to redress their grievances by negotiations. Sir, in so far as loco running staff is concerned the position has been clarified on the Floor of the House several times. It is Government's policy that no vindictive action should be taken against any of their employee and normal procedures should take care of these things and the cases be decided on merit. However, the hon. Members will appreciate that gross acts of indiscipline cannot be allowed to occur in the Indian Railways which also make the national economy suffer.

Sir, to support my contention I would also like to refer to what Mr. Dandavate has also said. In his speech he has complimented the Administration and the railway workers for higher productivity. So, this itself shows the relationship that exists between the Administration and the workers. Sir, the best year on the Indian Railways was 1976-77 when we carried 212.59 million tonnes. In 1977-78 it was 210.78 million tonnes. In 1978-79 it came down to 199.56 million tonnes. When the Janata Government handed over the power to us in 1979-80 it was 193.1 million tonnes when we took over in 1980-81 the upward trend can be seen and it became 195.84 million tonnes. Again in 1981-82 upto January 1982 the figure is 180.74 million tonnes and the projected figure is 230 million tonnes. This clearly shows that there is mutual cooperation between the workers and the management and it also clearly demonstrates the will of the Government. It is because of this that we have been able to achieve the result-oriented performance.

Sir, I hope I have been able to cover most of the points made by the hon. Members and the rest of the points as well as the policy issue will be taken

up by the Railway Minister in his reply.

**SHRI N. E. HORO (Khunti):** Mr. Deputy Speaker, Sir, the Indian Railways is the largest employer in India. They employ 2.65 lakhs of regular employees and 2.65 lakhs of casual labour. I would like to say that it has been a long-time fear in our mind that the intake of Scheduled Tribes has been very low in the Railways.

16.26 hrs.

[**SHRI CHINTAMANI PANIGRAHI in the Chair.]**

In all the categories of railway workers, the Scheduled Tribes have not been taken in sufficient numbers. The Railways themselves have pointed out in their report that twice earlier that is, once in 1975-76 and another in 1977-78, crash programmes were made and some scheduled tribes candidates were taken in. I would suggest in this connection that branches of Railway Service Commission should be established in all tribal areas so that they can get more employment and the backlog of these unfilled posts can be liquidated.

There are some cells called the Scheduled Tribes and the Scheduled Castes Cells. But these Cells are being manned by some people of junior ranks. They do not carry any weight. So, the purpose of creating those cells is defeated. I would like to draw the attention of the Railway Minister to the need to strengthen these Cells. These Cells should really be made effective so that the work that is overdue, could be completed.

Sir, the Railway employee nearly 2 lakhs of casual labour. The question of their regularisation has been coming up for a long time. The hon.

Railway Minister should take all steps to regularise these people as soon as possible. They should not be kept as casual labour for too long. I hear that some people have got even 7 or 8 years of service and they are still working as casual labourers. I would request the hon. Minister to look into the matter and rectify the situation.

In the matter of ensuring efficiency in the Railways as a whole, I feel that more attempts should be made to see that the railway people really work honestly and carefully. If you go to any railway station you will find passengers running hither and thither; everybody is in a confusion to go out or to get in and the railway staff do not help. You should instruct these railway staff that they should really be helping the passengers. In foreign countries I have seen this. Every time the train stops at the railway station, at every door there is railway staff; he is trying 'to' help the passengers to get down and the passengers to go inside; and if this system is introduced, in our country, then, you will get the credit for it and the people also will speak high of you. We should take all efforts to instil discipline and honesty among the railway staff.

There are certain programmes of training personnel in the Indian Railways. In addition to training of the technical personnel, you should also see that the lower category staff also get some kind of training. In that way proper rapport can be established between the Government and the railway workers.

Secondly, as I have pointed out in the beginning, you should open up more branches of Railway Service Commission in the Tribal areas so that more and more of the Scheduled Tribes people can be taken in. I would make another request to you, and this is, about the creation of a

[Shri N. E. Horo]

new Zonal Railway in the eastern area.

Sir, in the South-Eastern Railways there are two Divisions—Chakradarpur Division and Adra Division. There is another Division, that is, Dhanbad Division of Eastern region. If you take these three Divisions and form a new Zonal Railway, that will really cater to the needs of the area. In these areas, you will find a large quantity of minerals. The Railways will be earning more revenue by way of transportation of these minerals. In order to make the railways more efficient and financially viable, this new Zonal Railway should be formed.

Sir, in the House, we have made repeated requests for conversion of meter-gauge line from Ranchi to Lohardaga and from Kotishila to Purulia into broad gauge lines. It seems that some Work was started some time back, but later on that work was stopped. This work should immediately be taken for execution and completed. Then, there is a proposal, rather a demand from the public that Ranchi should be connected with Tori by railway link. There are at present two trains running from Ranchi to Delhi and beyond. One is the Tata Nagar-Amritsar Express Train and the other is the Hatia-Ranchi-Chanigarh Express. If one wants to go to Ranchi from Delhi, he can get down at Patratu on the way and get a bus and reach Ranchi much earlier. But if he goes to Ranchi entirely by train, he will have to travel for 5 to 6 hours more. In this way much time is wasted. Therefore, in order to cut short the distance a proposal was made that Ranchi should be connected with Tori, which is, on the Barkakhana-Daltanganj route and the distance between Lohardaga and Tori is only 15 miles or so. Sir, I would request the hon. Minister kindly to look into the matter so that much distance could be cut short and the travelling

public could save their precious time. This can only be done if the meter-gauge line from Ranchi to Lohardaga is converted into a broad gauge line. Sir, a question was raised here in regard to the linking up of Dumka with Ranchi by railway lines and I think this question is still pending. The railway link is to be made from Dumka to Ranchi via Giridih and Hazari bagh. This matter is still pending. I understand that some work on this line had started. Some sort of report has been submitted in regard to the railway Board. But later on there has been no sign of progress. Sir, this is a genuine demand of the public. With the linking up of Dumka with Ranchi, the railway will be connecting the District headquarters of 4 districts.

Sir, the railways have been a kind of infrastrucure for the development of different areas and they have a certain social responsibility also. Of course, they are already fulfilling social obligations. But what I am suggesting is that the Railways should come forward to open more schools and hospitals in many areas by utilising their funds. They should at least come forward to afford this kind of social services in these areas where they have not done any services at all. This is a new thing that I am suggesting. In order to help the weaker sections of people, the Railways can develop these areas in this way and by this they will also fulfil the social obligations.

One of the conception of the public sector undertaking is that an undertaking should help the people around the area in which it is established to develop. This conception of the public sector undertakings should also be the conception of the railways in the field of social activities.

With these words, I conclude and I request the hon. Minister to please consider the suggestions made by me.

**श्री प्रताप भानु शर्मा (विदिशा) :** 1982-83 के रेल बजट का समर्थन करने के लिए मैं खड़ा हुआ हूं और समर्थन करते हुए अपने कुछ विचार सदन के समक्ष रखना चाहता हूं।

नए रेल मंत्री सेठी जी को इस बात के लिए मैं बधाई देना चाहता हूं कि उन्होंने अपने बजट भाषण में रेल सुरक्षा, यात्रियों की सुरक्षा, रेलों को समय पर चलाना और रेलवे रिजर्वेशन आदि आवश्यक सेवाओं में अप्टेचार को समाप्त करने पर जोर दिया है। मुझे विश्वास है कि रेल मंत्री जी अपनी प्रशासनिक कुशलता और श्रमिकों के प्रति सद्भावना से रेलवे प्रशासन में अवश्य ही चुस्ती एवं अनुशृणुन लाने में सफल होंगे।

विशेष रूप से वर्ष 1982 को हमारे देश का प्रधान मंत्री आदरणीय इंदिरा जी ने उत्पादन वर्ष घोषित किया है और राष्ट्र को श्रमेव जयते का नारा दिया है। मैं समझता हूं कि उसी भावना के अनुरूप रेलवे प्रशासन में मंत्री गण, अधिकारीगण, इंजीनियर एवं मजदूर वर्ग के सभी साथी उस बात को कार्यरूप में परिणत करने के लिए लग जाएंगे।

भारत जैसे बड़े राष्ट्र में रेल सेवाओं का महत्व किसी से छिपा हुआ नहीं है। देश की अर्थव्यवस्था को व्यवस्थित एवं मजबूत बनाने में रेलों का जो योगदान है वह सराहनीय है। चाहे कोयले की इलाई की बात हो, खनिज लोहे या उत्पादन को एक जगह से दूसरी जगह पहुंचाने की बात हो या फिर सिमेंट, खाद, गेहूं, अनाज या अन्य आवश्यक वस्तुओं के परिवहन की जरूरत हो पिछले 30-32 सालों में माल भाड़े के कार्य में लगभग तीन सौ गुना बढ़ दिया है। पिछले वर्षों का गौरवशाली इतिहास भारतीय रेल सेवाओं में हुई उल्लेखनीय प्रगति का प्रमाण है। 1950-51 में हमारे पास 17 डीजल

इंजन एवं 72 विद्युत इंजन थे। 1981-82 में यह संख्या बढ़ कर त्रिमास: 2403 एवं 1036 हो गई। इसी तरह से रेल वैगनों एवं पैसेंजर कोचों की संख्या में भी दुगनी बढ़ि हुई है।

कुछ मानवीय सदस्यों ने इस बात की चर्चा की है कि नई रेल लाइनों के कार्य में उल्लेखनीय प्रगति नहीं हुई और पिछले तीस वर्षों में सिर्फ 7644 किलोमीटर का ही विस्तार कार्य हुआ है। उन साथियों का ध्यान मैं इस तथ्य की ओर दिलाना चाहता हूं कि पिछले वर्षों में जहां 7644 नए मार्गों का निर्माण हुआ है वहां उस के साथ-साथ 7913 किलोमीटर लाइनों का दोहरीकरण यानी डबलिंग हुआ या मल्टीप्ल लाइनें बनाने का कार्य हुआ है और 1543 रुट किलोमीटर पर मीटर गेज लाइनों को परिवर्तित करके उनके स्थान पर ब्राड गेज लाइनें डाली गई हैं। इस प्रकार कुल करीब 17100 किलोमीटर लम्बाई में नई रेल लाइनों का कार्य हुआ है। इसी तरह आजादी के पूर्व सिर्फ 388 रुट किलोमीटर पर ही विद्युतीकरण था। इन तीस वर्षों में हमारे देश में अब करीब 4957 रुट किलोमीटर का नवीन विद्युतीकरण हुआ है। 1985 तक जो कि वर्तमान पंचवर्षीय योजना का समय है और 2800 रुट किलोमीटर का विद्युतीकरण किया जाना प्रस्तावित है।

कल भूतपूर्व रेल मंत्री श्री दंडवते जी ने अपने रेल मंत्रित्व काल के वर्ष 1977-78 में हुई प्रगति का कुछ विवरण सदन के समक्ष रखा था। इस सम्बन्ध में यह कहना चाहता हूं कि 1977-78 में जो परिणाम उन के सामने आए थे वे वास्तव में वर्ष 1975 से 1977 के बीच एमरजेंसी के दौरान जो रेल सेवाओं में प्रशंसनीय सुधार हुआ था, उस का पर्णिणाम था, जनता शासन या उन की योग्यता का वह

## [श्रो प्रताप भानु शर्मा]

परिणाम नहीं था। यह बात इस से स्पष्ट हो जाएगी कि 1977-78 के बाद जो 1978-79 और 1979-80 के वर्ष थे उन वर्षों में रेलों की विभिन्न सेवाओं में किस तरह से गिरावट आई और यह चौंज आंकड़ों से स्पष्ट हो जाती है। फ्रेट ट्रैफिक के आंकड़ों का उल्लेख हमारे माननीय जाफर शरीफ साहब ने किया है। 1976-77 में 212 मिलियन टन फ्रेट ट्रैफिक था जो घट कर 1977-78 में 210.78, वर्ष 1978-79 में 199.56 मिलियन टन और 1979-80 में 193.6 मिलियन टन रह गया। वहीं यदि आप गौर करें तो हमारी रेल सेवाओं ने 1981-82 में 220 मिलियन टन और आगामी वर्ष में 230 मिलियन टन फ्रेट ट्रैफिक ढोने की बात की है।

इसी तरह से यदि वैगन यूटिलाइजेशन को देखें जो मैंब्रौड गेज के बारे में कह रहा हूं, नैट टन किलोमीटर प्रति वैगन डो० जी० 1977-78 में 1045 था वह 1978-79 में 976 रह गया और 1979-80 में 972 रह गया। इसी प्रकार से वैगन टन राउन्ड टाइम 1976-77 में 13 दिन था वह 1977-78 में 13.30 1978-79 में 14.30 और 1979-80 में 15.1 से बढ़ कर हो गया। वर्तमान में पुनः वैगन टर्नराउन्ड समय घट कर 13.6 पर आ गया है, और हमें उम्मीद है कि इसमें और आगे सुधार की गुंजाइश है, इसके लिये कोशिश की जानी चाहिये।

जहाँ तक 1978 से 1980 के बीच में रूट विद्युतीकरण का सवाल है आपको जानकर आश्चर्य होगा कि सिर्फ 193 किलोमीटर का ही विद्युतीकरण हुआ था। जब कि हमारी सरकार ने एक वर्ष में 800, 1000 किलोमीटर विद्युतीकरण का लक्ष्य निर्धारित किया

है और इस समय 2250 किलोमीटर प्रमूख ट्रूट्स पर तेजी से विद्युतीकरण का काम चल रहा है।

हमारी रेल सेवाओं में 60 प्रतिशत आय फ्रेट ट्रैफिक से होती है और बढ़ते हुए आंकड़े यह साबित करते हैं कि पिछले दो सालों में रेलवे के फ्रेट ट्रैफिक कार्य में उल्लेखनीय वृद्धि हुई है। वर्ष 1981-82 में 220 मिलियन टन का लक्ष्य प्राप्त होने की पूरी संभावना है और आगामी वर्ष 1982-83 में 230 मिलियन टन माल की सफलता के ढोने का पूरा विश्वास है। इस उपलब्धि के लिये रल मंत्रालय और रेल प्रशासन निश्चित रूप से बधाई के पात्र हैं।

वर्ष 1982-83 में 3914.34 करोड़ रु० की आय अनुमानित की गई है जिसमें 261.45 करोड़ रु० अतिरिक्त यात्री किराये एवं माल भाड़े में की गई प्रस्तावित वृद्धि से प्राप्त होंगे। योजना आयोग द्वारा की गई कटौती के कारण रेलवे को अतिरिक्त आय के साधन जुटाना जरूरी भी हो गये थे। अतः मेरा मत है कि नई प्रस्तावित वृद्धि का किया जाना आवश्यक है।

रेल मंत्री जी ने यह भी कहा है कि करीब 13,000 किलोमीटर रेल ट्रैक के नवीनीकरण (रिनूअल की आवश्यकता है, साथ 40,700 ही वैगन्स और 3,150 कोच भी पुराने हो चुके हैं जिनकी रिपेयरिंग या रिप्लेसमेंट की आवश्यकता है। इस कार्य के लिये 1137 करोड़ रुपये में से 50 प्रतिशत राशि जो प्लान बजट में से मिली है खर्च करने की बात कही गई है।

डेप्रीशियेशन रिजर्व फंड में जो वर्ष 1981-82 में 350 करोड़ रु० था उसको बढ़ाकर 500 करोड़ रु० कर दिया गया है और इसका उपयोग भी नवीनीकरण और रोलिंग स्टाक को बदलने के लिये करने की बात कही गई

है। यह सही है कि डेप्रीशियेशन रिजर्व फंड बढ़ाकर 500 करोड़ रु० किया गया है परन्तु यदि भारतीय रेल की 31 मार्च, 1981 की वैलेंसशीट देखें तो पायेंगे कि 9671.88 करोड़ के असेट्स में से जो फिक्स्ड ब्लाकड असेट्स हैं जिनकी वैल्यू 7448.39 करोड़ रु० है जिस पर डेप्रीशियेशन जो 500 करोड़ रखा गया है उसका प्रतिशत 6.71 प्रतिशत ही होता है। वैसे जो डेपरिसियेशन फिक्स्ड एसेट हैं और रोलिंग स्टाक एलाइन किया जाता है, वह 10 से 15 प्रतिशत होना चाहिये, तभी हम इन घिसी हुई चीजों और वस्तुओं का समय पर रिप्लेसमेंट कर सकते हैं। चाहे रोलिंग स्टाक के रिप्लेसमेंट की बात हो या रेलवे ट्रैक के रिन्यूअल की बात हो या सिविल निर्माण कार्य बात की हो, डेपरिसियेशन रिजर्व फंड का हम पिछले वर्ष का आंकड़ा देखें तो पिछले वर्ष में हमको 275.59 करोड़ रुपये का ओपरेनिंग वैलेंस मिला था, इसमें साढ़े तीन सौ करोड़ रुपये अगर जोड़ें तो डेपरिशियेशन एक उंट हैड में हमको करीब 625 करोड़ रुपये प्राप्त थे और इस बार जो ओपरेनिंग वैलेंस की उम्मीद की गई है, संभावना की गई है वह 152.70 करोड़ बचाने की बात कही गई है। उसमें भी 500 करोड़ हम डेपरिसियेशन के जोड़े तो कुल इस तरह से डेपरिसियेशन आय की यह राशि ज्यादा नहीं होगी बल्कि साढ़े ख़ करोड़ को डेपरिसियेशन राशि में सिर्फ़ 25 करोड़ रु० का ही इजाफा हुआ है।

रेल दुर्घटनाओं के बढ़ते हुये प्रतिशत को देखते हुये भारतीय रेल सेवा को आधुनिक एवं सुरक्षित बनाना भी जरूरी हो गया है। बढ़ते हुये रेलट्रॉफिक और रेलों की गति को देखते हुये यदि हम स्टोम इंजिनों को जल्दी से जल्दी फेज-आउट कर के बिजली एवं डीजल इंजनों का उपयोग करें, उन की गति और क्षमता दोनों को बढ़ावें तो निश्चित रूप से हमारी क्षमता में विस्तार होगा। रेलवे

सुरक्षा प्रणाली को भी आधुनिक करने की आवश्यकता है। इस के लिये हमें उम्मत किस्म के सुरक्षा उपकरणों की सिगनलिंग, टेली-कम्युनिकेशन्ज सिस्टम, इंटरलार्किंग प्रणाली में और ट्रैक सकिंटिंग आदि में नये उपकरणों की स्थापना करनी होगी।

यह हमारे लिये प्रसन्नता की बात है कि आर० डो० एस० ओ० जो रेलवे में अनुसन्धान एवं विकास के लिये महत्वपूर्ण संस्थान है, उसने हाल ही में आई० आई० टी० नई दिल्ली के सहयोग से भारतीय तकनीक पर आधारित मल्टीप्ल एन्ट्री एक्सल काउन्टर सिस्टम का सफलतापूर्वक प्रयोग किया है तथा ट्रैक सकिंटिंग में भी आटोमेटिक ट्रैक सकिंटिंग सिस्टम, जिस को हम ए० टी० सी० कहते हैं, उस का हम कुछ रूट्स पर सफलतापूर्वक प्रयोग कर रहे हैं। विकास किया है। इस अति आधुनिक प्रणाली में इलैक्ट्रॉनिक विधि से लाइन बिल्यर न होने पर यह एक ही ट्रैक पर दो ट्रैनों के आ जाने से इंजन के ड्राइवर को या ड्राइविंग क्रयू को आटोमेटिक वार्निंग अलार्म मिलता है और इस पर अगर वह कोई कार्यवाही नहीं करते तो गाड़ी स्वतः रुक जाती है। इस इलैक्ट्रॉनिक सेफटी सिस्टम को और अधिक स्थानों पर उपयोग किया जाना चाहिये, ऐसा मेरा सुझाव है।

सुरक्षा की इन सभी प्रणालियों में आर० डो० एस० ओ० एवं हैदराबाद स्थित सिगनलिंग एवं टेलीकम्युनिकेशन इंस्टी-ट्रूट के इंजीनियर्स एवं तकनीसियनों ने जो कार्य किया है, वह निश्चित रूप से वर्धाई के पात्र है।

इस बजट में पैसेन्जर्स ट्रैफिक में दिये गये कंसेशन्स को समाप्त करने की बात कही गई है। रेलवे की आय को बढ़ाने की दृष्टि से यह निर्णय उचित है, परन्तु देश के खिलाड़ी एवं कलाकारों को दिये जा रहे कंसेशन्स समाप्त करना न्यायोचित नहीं है क्योंकि दोनों ही क्षेत्र एसे हैं जिस में देश की युवा शक्ति को रचनात्मक दिशा देने के

### [श्री मानु प्रताप शर्मा]

लिये महत्वपूर्ण भूमिका रहती है। अतः युवा खिलाड़ी एवं कलाकरों को मिलने वाले सभी कंसेशन और रियायतें जारी रहनी चाहिये, ऐसा मेरा सुझाव है।

बच्चों की उम्र में जो छूट अन्तर्राष्ट्रीय बाल वर्ष में दी गई थी, वह जारी रहनी चाहिये। यानि कि 3 वर्ष के स्थान पर पांच वर्ष के बच्चों को किराये में छूट मिलनी चाहिये।

यदि रेल बजट पर चर्चा करने समय में मध्य प्रदेश को चर्चा न करने तो मेरी बात सभापति महोदय, अधूरी रह जायेगी। माननीय रेल मंत्री जी स्वयं मध्य प्रदेश के हैं और वह स्वयं जानते हैं कि हमारे प्रदेश में सिर्फ 5.715 किलोमीटर रेल लाइन है जिस का औसत 1.3 किलो मीटर प्रति सौ वर्ग किलोमीटर ही आता है जब कि राष्ट्रीय औसत प्रति सौ वर्ग किलोमीटर 1.9 किलोमीटर हैं। अतः नयी रेल लाइनों का तेजी से विकास किया जाना चाहिये।

यद्यपि रेल बजट में प्रदेश की दृष्टि से काफी रूपयों का प्रावधान किया गया है, परन्तु एक बात जो मेरे कहना चाहूँगा जो इस समय नई नहीं है, देश के हर प्रदेश की राजधानी को सीधे दिल्ली से जोड़ने की योजना हमारे रेल मंत्रालय ने पांच-छः वर्ष पूर्व स्वीकृति दी थी। इस योजना के अन्तर्गत भोपाल के अलावा सभी राजधानियों से नई रेल सेवायें प्रारम्भ हो चुकी हैं। इस सम्बन्ध में भूतपूर्व रेल मंत्री, श्री क्षिपाठी जी ने अगस्त, 1980 में भोपाल नई दिल्ली के बीच सांचो एक्सप्रेस नाम को नई एक्सप्रेस ट्रेन की स्वीकृति भी प्रदान कर दी थी, जिसकी घोषणा श्री केदारपांडे जी ने अप्रैल, 1981 में भोपाल में की थी। मैं आदरणीय रेल मंत्री से निवेदन करूँगा कि वह इस योजना को शीघ्र ही स्वीकृति देने की कृपा करें।

**श्री दलबीर सिंह (शहडोल)** : सभापति महोदय, माननीय रेल मंत्री द्वारा 1982-83 का जो बजट प्रस्तुत किया गया है, मैं उसका स्वागत करता हूँ। इस बजट में किन्ये और भाड़े में प्रस्तावित वृद्धि से रेल प्रशासन को 261.45 करोड़ रुपये की अतिरिक्त राशि प्राप्त होगी। उसमें से 175.60 करोड़ रुपये यात्री-किराये की वृद्धि से, 76.83 करोड़ रुपये माल-भाड़े में वृद्धि से और 1.2 करोड़ रुपये सामान और पार्सल के बढ़े हुये भाड़े से प्राप्त होंगे।

मंत्री महोदय ने कहा है कि वित्तीय वर्ष 1982-83 में रेल योजना के लिये 1137 करोड़ रुपये खर्च करने का प्रावधान है। उसमें से 132 करोड़ रुपये नई लाइन बिछाने और मीटरगेज को ब्राउंगेज में परिवर्तित करने के लिये रखे गये हैं।

माननीय श्री सेठी पहले मध्य प्रदेश में मुख्य मंत्री थे। मेरे उनसे अच्छी तरह विकास हुँ। ऐसी आशा की जाती है कि रेल प्रशासन में जो भी खामियां हैं, वह उन्हे सुधारने में सक्षम होंगे।

चूंकि समय वाम है, इस लिए मेरी महोदय वा ध्यान मध्य प्रदेश की ओर आकर्षित करना चाहता हूँ। मध्य प्रदेश में तीन रेल जाती हैं: बैस्टर्न रेलवे, सैट्रल रेलवे और साउथ ईस्टर्न रेलवे। पिछले वर्ष बैस्टर्न रेलवे से 36 करोड़ रुपये सैट्रल रेलवे से 62 करोड़ रुपये और साउथ ईस्टर्न सैट्रल रेलवे से 60 करोड़ रुपये की आमदानी हुई थी। रेलवे बजट के घाटे को पुणा करने के लिये रेल मंत्री को मेरा सुझाव है कि मध्य प्रदेश में और भी रेलवे लाइने बिछाई जाएं। जब मध्य प्रदेश के न मर्टिनियल को रेल के द्वारा दूसरा स्टेट्स ले जाया जायेगा तो रेलवे के घाटे में कमी को दूर किया जा सकेगा।

अनुमान है कि 1980-81 में पुराने साज-सामान के कारण 17 प्रतिशत दुर्बंधनाएँ हुईं, जब कि 1982 में उनकी संख्या बढ़

कार लगभग 52 प्रतिशत हो गई। मैं मंत्री महोदय से निवेदन करूँगा कि वह इस ओर ध्यान दें।

रेल किराये में प्रस्तावित वृद्धि से जो 172.60 करोड़ रुपये की राशि प्राप्त होगी, के यात्रियों पर पड़ेगा। इससे उपनगरीय उसका सबसे ज्यादा बोक्स दूसरे दर्ज क्षेत्र को छोड़कर सभी यात्राएं मंहगी हो जाएंगी साधारण सवारी गाड़ी के दूसरे दर्जे में यात्रा करने वाले जो लोग 100 किलोमीटर तक की टिकट लेते थे, 1980 में उन्ह 10 प्रतिशत अधिभार से मुक्त रखा गया था। 200 किलोमीटर तक की टिकट लेने वालों को अप्रैल 1981 में 5 प्रतिशत अधिभार से मुक्त रखा गया था। लेकिन इस नये बजट में न केवल ये छूटें वापस ले ली गई हैं, बल्कि किराया बढ़ा दिया गया है। दूसरे दर्जे में जो साधारण और ग्रामीण अंचलों के लोग यात्रा करते हैं, उनकी सुविधाओं को देखते हुये मेरा विनियन निवेदन है कि रेल मंत्री ने किराये में जो वृद्धि की है, वह उसमें संशोधन करें।

मध्यम यात्रियों के लिये किराया और उत्कल दो ट्रेनें आती हैं। वे ट्रेनें हफ्ते में पांच दिन चलाई जाती हैं और दो दिन नहीं चलती हैं। इन गाड़ियों में बहुत सवारियां निकलती हैं। इस लिये इन्हें पूरा हफ्ता चलाया जाना चाहिए। या तो किरिमा को बढ़ाया जाये, या उत्कल को बढ़ाया जाए। इतनी लम्बी दूरी की गाड़ी के साथ डाइनिंग कार की व्यवस्था करनी चाहिए।

इसके साथसाथ मैं निवेदन करना चाहता हूं कि जहां से मैं आता हूं वहां 34-अप ट्रेन जो चलती है उसमें, जैसा कि आपने कहा शासन की यह नीति भी है कि हर डिस्ट्रिक्ट हैडक्वार्टर से स्टेट कैपिटल की दूरी 12 घंटे में तय होनी चाहिये, अगर डीजल इंजन लग जाता है तो यात्रियों को बड़ी सुविधा

पहुंचेगी। उसमें अभी 8-9 डिब्बे लगते हैं जिसके कारण पसेन्जर्स को बड़ी असुविधा होती है।

इसके साथसाथ मैं यह भी निवेदन करना चाहता हूं कि जो पार्सल विलासपुर से कटनी चलती है उसको आप इलाहबाद तक बढ़ा दीजिए क्योंकि छत्तीसगढ़ के जो मजदूर हैं वे अपनी मजदूरी के लिए इलाहबाद (उत्तर प्रदेश) जाते हैं। इससे उनको बड़ी सुविधा मिल सकेगी। साथ ही मेरा यह भी निवेदन है कि बाम्बे-हावड़ा एक्सप्रेस को कटनी, ब्योहारी, चोपन, सिगरौली, मुगलमराय होते हुए चलाया जाए तो 8 घंटे की बचत हो सकेगी। आप जानते ही हैं कि कोयला खदानों में सिगरौली दुनिया में दूसरे नम्बर का स्थान रखता है। वहां के मजदूरों एवं कर्मचारियों को इससे बड़ा लाभ मिल सकेगा।

पिछले वर्ष भी मैंने इस सदन में निवेदन निवेदन किया था और आज पुनः निवेदन करना चाहता हूं कि विद्यु का जो रीवा डिवीजन है वहां सर्वेक्षण हो गया है तथा पिछली बार पंडित जी ने 1980 में अपने रेलवे बजट भाषण में आश्वासन भी दिया था कि ललितपुर-पन्ना छत्तरपुर-खजुराहो-मतना-रीवा-सीधी-सिगरौली की एक नई रेल लाइन बिछाई जानी चाहिए। मैं कहना चाहता हूं कि रीवा में डिवीजनल हेडस्टार्टर होने के बावजूद इतने दिन बीतने के बाद भी इस रेलवे लाइन का कोई प्रावधान नहीं है। मेरा निवेदन है कि जब भी इस सदन में आप अनुपूरक बजट प्रस्तुत करें उसमें इस

[श्रो बलबीर सिंह]

रेलवे लाइन विभाने की व्यवस्था अवश्य करें।

इसी प्रकार से गुना-शिवपुरी-ग्वालियर-इटावा लाइन का सर्वेक्षण भी हो गया है तथा पंडितजी ने अपने 1980 के वजट भाषण में इसका उल्लेख भी किया था। इसके अतिरिक्त दल्ली-राजहरा-कोंडागांव-बेलडीला—यह ट्रैक जो बहुत महत्वपूर्ण ट्राइबल क्षेत्र को जोड़ता है इसका भी बहुत महत्व है। यह बहुत रिमोट ट्राइबल एरिया है। वहां पर जो हमारे ट्राइबल आदिवासी भाई निवास करते हैं उनको भी लाभ पहुंचना चाहिए।

मैं जिस शहडौल जिले से आता हूं उस शहडौल सिटी के बीच से रेलवे लाइन गई है। वहां पर एक अण्डरब्रिज बनाने का बहुत दिनों से प्रस्ताव है। इसके अभाव में वहां पर कितने ही लोगों की जानें चली जाती हैं। इसके लिए वहां का शासन 50 प्रतिशत राशि देने के लिए भी तैयार है। मेरा निवेदन है कि सेन्टर से यह प्रस्ताव मंजूर हो जाना चाहिए ताकि आगे इस पर कार्यवाही हो सके।

इसके साथ-साथ मेरा निवेदन है कि जितनी भी मीटरगेज की लाइन है उसको ब्राडगेज में बदला जाना चाहिए। जैसा कि जबलपुर मंडला से गोंदिया—बालाघाट का जो क्षेत्र है उसमें मैंगनीज, कापर तथा बाकसाइट के भण्डार भरे पड़े हैं। पिछली बार भी संसद में मैं इस ओर ध्यान आकर्षित

किचा था। यह सारा जो आदिवासी क्षेत्र है इसकी ओर जब आपका ध्यान जायेगा तभी वहां के सारे नेचुरल रिसोर्स्ज का दोहन हो सकेगा जिससे कि प्रदेश के साथ-साथ राष्ट्रीय उत्थान को भी सहायता पहुंचेगी।

अन्त में मेरा निवेदन है कि हरिजन आदिवासियों के सम्बन्ध में रेलवे अथवा अन्य विभागों के लिए जगहें भरने के लिए बड़े-बड़े अखबारों में एडवर्टीजमेंट निकलते हैं। यह विज्ञापन लोकल अखबारों में भी निकलने चाहिये क्योंकि रिमोट ट्राइबल एरियाज तक इन विज्ञापनों का प्रचार प्रसार नहीं हो पाता है। इस प्रकार से उनकी जगहें खाली रह जाती हैं। मेरा निवेदन है कि जो जगहें खाली रह जायें उनको सही प्रकार से कैरी-फार्वर्ड करके भरा जाना चाहिये।

इसके साथ-साथ मेरा निवेदन है कि बम्बई वाराणसी बुरहानपुर होते हुये जो लाइन है उसमें बुरहानपुर की लगभग डेढ़ लाख की आवादी है, जहां उत्तर प्रदेश के लगभग 17 हजार लोग पावरलूम में काम करते हैं। इस ट्रैन के यहां न रुकने से लोगों को बड़ी असुविधा होती है, इसलिये मैं निवेदन करना चाहता हूं कि बुरहानपुर में वाराणसी-बम्बई एक्सप्रेस को रोका जाये, ताकि लोगों को सुविधा हो सके।

ज्यादा न कहते हुये, मैं सिर्फ यह कहना चाहता हूं कि हमारे रेल मंत्री जी, श्री सेठी, बहुत ही सधम हैं। उनका पूरा प्रदेश देखा हुआ है, मध्य प्रदेश का जितना बड़ा क्षेत्रफल

है, उसको देखते हुये वहां काम्यूनिकेशन्स के साधन बहुत ही कम हैं। मुझे आशा है कि वे इस ओर अवश्य ध्यान देंगे। हमारे प्रदेश की जनता को बहुत आशा है कि श्री सेठी जब यहां पर रेल मंत्री हैं, तो वहां पर कुछ नई रेल लाइन बिछाने की प्रशासकीय स्वीकृति मिलेगी। मुझे आशा ही नहीं, बल्कि पूर्ण विश्वास है कि आगामी अनुपूरक बजट में नई रेलवे लाइन अवश्य जोड़े जाएंगे। रीत्रा डिवीजनल हैडक्वार्टर होने हुये भी वहां पर रेलवे लाइन नहीं हैं। सिगरौली और खजुराहो के महत्व को देखने हुये, क्योंकि वहां सिर्फ एक ही फ्लाइट जाती है यदि खजुराहो होने हुये यह रेलवे लाइन जाती है तो इससे पर्यटकों को भी बड़ी सुविधा होगी और आने-जाने में बाधाएं उत्तरान्न नहीं होंगी और लोगों को बहुत लाभ होगा। इससे हमारे प्रशासन को, रेलवे विभाग को ज्यादा से ज्यादा राशि मिलेगी।

सभापति महोदय, ने आपको धन्यवाद देता हूं कि आपने मुझे रेलवे बजट पर अपने कुछ विचार रखने का मौका दिया।

17 hrs.

SHRI G. M. BANATWALLA (Ponnani): Sir, there is no denial of the fact that our railways have been making strenuous efforts for improvement in their performance. Every fair-minded person must concede the fact that the achievements during last year in certain respects have been very laudable indeed. The hon. Minister has pointed out in his speech that

during last year, "we had the highest ever freight-loading achieved on the Indian Railways." This is a very creditable achievement, especially as it goes to put not only our railways on the rails but the entire economy of the country on the rails. He has also made a very pointed reference to another area of great improvement and achievement, namely, that the capacity utilisation of workshops for periodical overhaul of coaches was gradually stepped up from 94 per cent in 1980-81 to 98.5 per cent in 1981-82. We, therefore, must give due credit to the hon. Minister, the Railway Board and the railway employees for this particular performance that has come before the nation. That there is progress cannot be denied, though we may not be satisfied with the rate of progress in certain other fields and we would desire some more vigorous steps to be taken.

The budget also has several welcome features. For example, we find that there is a crash programme for replacement of worn-out tracks, locomotives and coaches. Repeatedly from this side of the House, I have been trying to impress upon the hon. Minister the need for such a crash programme. There is also another welcome feature of the budget, namely, that we have outlays proposed for the metropolitan railways in Calcutta and Delhi. Another welcome feature is the electrification of an additional 1138 KM. It is a step in the right direction and it is good according to the situation that is prevalent in our economy today.

We have been asking for greater and greater attention to be paid to electrification. I am very happy that the step has been taken in the right direction. However, here I must also point out to the hon. Minister that there is a very great scope and pressing need for electrification as far as Kerala is concerned. Again and again

I have risen in this House to ask for electrification of trains in our State of Kerala especially in view of the fact that Kerala is surplus in electricity. Mr. Chairman, Sir, through you I would appeal to the hon. Minister that the need for the electrification of trains in Kerala particularly should be paid due importance. We are told of several norms that are there in order to undertake electrification. But coal coming from Bihar and all that leading to cancellation of trains and hardship to the commuters can only be done away with if the norms are also suitably modified in accordance with the direction in which the Budget wants us to go.

I must also say that I am glad that despite achievements in certain spheres, despite the fact that the Budget is a right step in certain directions, the achievements have not turned the head of the Railway Minister and the Railway Board. They are not complacent about the fact that vigorous steps are necessary in various other fields. The hon. Minister himself has admitted that in matter of punctuality and safety more attention needs to be paid. That is a very welcome feature, namely, that the Minister and the Railway Board are alive to the problems and have not taken a complacent attitude.

We find that the Budget claims that the additional levies for the next year are to the tune of Rs. 261.45 crores, passenger fares to yield Rs. 172.60 crores more and the increased freight and parcel charges to yield another Rs. 38.85 crores. A claim has been made that the freight rates have been spared except for marginal adjustments, as far as the Budget is concerned. I regret that the claim has not been properly taken. We are unfortunately having pre-Budget levies and I am afraid, post-Budget levies are not far away. Only two months back we had a very steep hike in freight rates to yield additional Rs. 300 crores in a year. Therefore, I must say that the total additional

levies are to the tune of Rs. 261 crores as envisaged in the Budget plus Rs. 300 crores in the pre-Budget period i.e. Rs. 661 crores. Apart from the steep escalation of passenger fares specially the across the board enhancement of the passenger fares, I must draw the attention of the House and the Government to certain undesirable features of the additional levies.

MR. CHAIRMAN: For desirable features you have taken ten minutes and for undesirable features only two minutes are left.

SHRI G. M. BANATWALLA: I must say that the nature of these additional levies is retrograde.

In the first place, we find that the short distance passengers and those travelling in second class have been made to bear the major burden. We find that in the case of journeys upto 250 km. there is no increase for first class ad ACC chair-car, whereas the second class passenger will have to pay more. Even for long distance, the increase for second class is higher than for first class and ACC chair-car. We are making the poor to pay more. This is one aspect of the retrograde nature of the levy.

Secondly, the additional freight, which will fetch Rs. 88.85 crores, will be contributed entirely by essential commodities of daily use. For the past three years, there were certain commodities which used to be exempt from such levies. But now we find that essential commodities have also been dragged in, which include salt, food-grains, vegetable, sugar, edible oil, charcoal and manure. They are going to bear the impact as far as the levy on essential commodities are concerned, and that is an unhealthy feature of the levy.

The third unhealthy and retrograde nature of the levy is that of reducing the age for free travel from five to three years.

[Shri G. M. Banatwalla]

There was a controversy about the suburban season ticket. I do not want to go into that. The Chairman of the Railway Board said that it is being subsidized. I want to know whether it is a fact, because the experts are now denying it. I would like the hon. Minister to clarify it.

It has been pointed out by the Railway Tariff Enquiry Commission that the revenue from suburban passenger km was 0.82 paise, as against the average cost of 2.14 paise in the suburban services. But it has been pointed out by experts that the earnings per passenger km in the suburban services have risen from 2.02 paise in 1979-80 to 2.20 paise in 1980-81. Apart from this fact, the suburban commuters should not be taken strictly from the commercial point of view; a proper attitude should be taken about them. Before I conclude, I will refer to certain important problems with respect to Kerala.

MR. CHAIRMAN: Why bring the problems of your State last?

SHRI G. M. BANATWALLA: I will comply with your observation next time and begin with them.

Again and again we have been emphasising the need for expediting the construction of the Guruvayoor-Kuttipuram railway line. The previous Railway Minister, Shri Tripathiji, was kind enough to order revision of the survey. I hope that matter will be expedited.

There is another suggestion about the extension of the train, Nos. 69 and 70, Yercaud Express. At present Train No. 69 arrives at Erode at 7.20 hours and then re-starts as No. 70 at 20.15 hours. It can, therefore, be easily extended upto Calicut.

And this will be a good boon for the Malabar area which is very much deficient as far as the railways are concerned.

Sir, in India we have 10 kilometres of railway line for one lakh of population. In Kerala, however, we have a ratio of 4 kilometres for one lakh of population and in Kerala again the Malabar region is very deficient. As far as Malabar is concerned, its need, I hope, will be considered. There again in the Olavakot Division of the Southern Railways we have Vallikunnum station. There is need to upgrade this Vallikunnum station to the level of a block station.

Before I conclude; I must make an earnest appeal to the hon. Minister to see to it that the assurance of the Government which is repeatedly given to the Muslim minority for fair and adequate participation in services is also fulfilled as far as our railways are concerned.

There is also the question of safety of rail travel and accidents and so on. That is agitating the mind of the people. I hope that this will also receive due consideration at the hands of the Minister and the Railway Board.

श्री रामेश्वर नोखरा (होशंगाबाद) : माननीय सभापति जी, माननीय रेल मंत्री जी ने वर्ष 1982-83 का जो रेल बजट इस सदन में पेश किया है, उसका मैं समर्थन करने के लिए खड़ा हुआ हूँ।

कल जब मैं प्रोकेसर मधु दण्डवते जी का भाषण सुन रहा था, उन्होंने इस बात को भलीभांति स्वीकार किया है कि वर्तमान परिस्थितियों में इससे अच्छा रेल-बजट पेश नहीं किया जा सकता। उन्होंने किराया वृद्धि और माल भाड़े की दर में वृद्धि के औचित्व को भी स्वीकार किया था। केवल कुछ विरोधी दल के संसद-सदस्यों ने ही इस बजट का विरोध किया है, वह भी बहुत हल्के ढंग में और केवल इसलिए कि जिससे उनका पता लग जाए कि वे विरोध में हैं, वरना वे भी स्वीकार

कर रहे हैं कि वर्तमान परिस्थितियों में इससे अच्छा बजट पेश नहीं किया जा सकता।

**श्री रामावतार शास्त्री (पटना) :** हमको भी सब में शामिल कर लिया?

**श्री रामेश्वर नोखरा :** आप शामिल भले ही न हों, पर आप भी इस बात को ढूढ़ रहे हैं कि कहां विरोध करें।

माननीय सेठी जी बधाई के पात्र हैं कि उन्होंने इस देश को इस बात का विश्वास दिलाया है कि 1982 में होने वे ले “एशियाड” के लिए दिल्ली में इतेक्निक सर्कुलर रेल सेवा प्रारम्भ हो जाएगी। उन्होंने 220 मिलियन टन रेलवे से माल ढो कर एक कीर्तिमान स्थापित किया है, इसके लिए भी वे बधाई के पात्र हैं। वर्तमान में जो रेलवे लाइनें हैं, उनका पूरी तरह से दोहन करने के लिए डबल हैड एंजिन योजना लागू की है, इसके लिए वे बधाई के पात्र हैं। जहां पूरी ट्रेन रिजर्व रहती थी, जो यात्री रिजर्वेशन नहीं करते थे, उनको बड़ी भारी असुविधा होती थी इसके लिए हर महत्वपूर्ण ट्रेन में 1-2 साधारण बोगियां लगाने की व्यवस्था की गई है, इसके लिए भी वे बधाई के पात्र हैं। उन्होंने पहली बार रेलवे यात्री की सुरक्षा, जान-माल की सुरक्षा एवं एक्सीडेंट्स न हों, इन बातों की आवश्यकता पर बल दिया है।

निश्चित रूप से विरोधी दल के नेताओं ने किराया वृद्धि की बात कही। जहां हम नई-नई सुविधाओं की मांग करते हैं, नई रेल-गाड़ियां चलाने की मांग करते हैं, कंफर्टेबल यात्रा की मांग करते हैं, जहां 400 करोड़ का पिछले साल का धाटा हो

वहां पर यह बात जरूरी है कि इन सारी सुविधाओं को प्राप्त करने के लिए किसी न किसी मद से प्राप्ति की जाए। इसलिए जो किराए और माल-भाड़े में वृद्धि की गई है, निश्चित रूप से आवश्यक प्रतीत होती है। उन्होंने इस बात को स्वीकार किया है कि केन्द्रीय सरकार से जो रूपया लिया जाता है उसका असर उन करोड़ों लोगों पर भी पड़ता है जो रेल सेवाओं का उपयोग नहीं करते हैं और जो रेल सेवाओं का उपयोग कर रहे हैं, उन से ही यह रूपया लिया जाना चाहिए। मैं निश्चित रूप से इस मत का हूं कि दूसरी श्रेणी के किराए में जो वृद्धि की गई है इसको कम किया जाना चाहिए और आवश्यक सामान पर जो लैवी लगाई गई है उस लैवी को भी कम किया जाना चाहिए ताकि आम जरूरत की चीजों के दाम न बढ़ सकें।

नई रेल लाइनें बनाने की जो असर्वर्थता मंत्री जी ने प्रकट की है उसको भली भांति समझा जा सकता है। जब पूरे देश में सामान को समय पर पहुंचाने की बात हो, कोयला समय पर पहुंचाने की बात हो, स्टील प्लांट्स, धर्मल प्लांट्स, सिमेंट, पैट्रोलियम प्लांट्स को चलाने की बात हो, उनको चालू रखने की बात हो, उनको कोयला पहुंचाब की बात हो, या उत्पादित माल को एक जगह से दूसरी जगह पहुंचाने की बात हो तो उसको प्राथमिकता मिलनी ही चाहिए। लेकिन मैं चाहता हूं कि मंत्री महोदय सदन को विश्वास दिलाएं कि अगले वर्ष में रेल सेवाओं में निश्चित सुधार होगा, वे संतोषजनक होंगी, वर्तमान में जो सुविधायें प्राप्त हो रही हैं, रिजर्वेशन की जो सुविधा है, उस में सुधार होगा और टिकट लेने के लिए जो लम्बी लाइनें दिखाई देती हैं वे दिखाई नहीं देंगी और गाड़ियां समय पर चलेंगी और समय पर पहुंचेंगी साथ ही प्लेटफार्म, डिव्बों, बाथरूम्ज आदि की सफाई का भी संतोषजनक इन्तजाम

## [श्री रामेश्वर नौजवारा]

होगा। मैं यह भी चाहता हूं कि स्टाफ का जो व्यवहार जनता के प्रति है उसमें सूधार आना चाहिए, वह सही होना चाहिए। इस ओर भी मंत्री महोदय ध्यान दें।

सैकड़ों कार्य जो पार्लिय मेंट के द्वारा मंजूर किए जा चुके हैं और जिन पर करोड़ रुपया खर्च हो चुका है उन की ओर पूरी तरह से ध्यान नहीं दिया गया है। वे अधूरे पड़े हुए हैं। उनको अगर पूरा कर दिया जाए तो एक ओर तो लोगों को सुविधा होगी और दूसरी ओर रेलों के वास्ते आमदनी के नए जरिए पैदा होंगे। इस ओर भी ध्यान देने की जरूरत है।

कैंटीनों के जो ठेके दिए जाते हैं उनकी तरफ अब मैं आना चाहता हूं। उसमें याजनीतिक भ्रष्टाचार, सोशल भ्रष्टाचार, आर्थिक भ्रष्टाचार सभी कुछ शामिल होता है। वर्तमान में जो ठेके देने का तरीका है उसको अगर आप बदल दें तो मैं समझता हूं कि रेलों को करोड़ों रुपये की अमदनी हो सकती है। मैं इटारसी का उदाहरण देना चाहता हूं, भोपाल और दिल्ली का उदाहरण देना चाहता हूं। केवल एक कांट्रैक्टर को पूरे एक जंक्शन का ठेका दे दिया जाता है। वह सब कांट्रैक्टर—एप्वांडर कर लेता है, पान वाले से सौ रुपया, चाय वाले से दो सौ रुपया, फल वाले से पांच सौ रुपये, मिठाई वाले से चार सौ रुपया लेता है और इस तरह से हजारों रुपये की इनकम वह रोज़ करता है। जो आपका उद्देश्य है कि सबसिडाइज़ड फूड लोगों को मिले, अच्छा खाना, अच्छी चाय लोगों को मिले वह पूरा नहीं हो पाता है। वर्तमान व्यवस्था को खत्म करके अगर बेरोजगार नौजवानों को डायरेक्ट ठेके दिए जाएं तो हजारों रुपया जो एक एक ठेकेदार वसूल कर रहा है वह रेलवे वसूल कर सकती है।

टैंडर के बेसिस पर या और किसी तरह से इसकी व्यवस्था की जानी चाहिए ताकि रेलों की अमदनी भी बढ़ सके और लोगों को अच्छा सामान भी खाने-पीने को मिल सके।

मैं एक ऐसे क्षेत्र से आता हूं जो दलहनों का इलाका है। पूरे देश में वहां से दालों को भेजा जाता है। नरसिंहपुर, पिपरा, होशंगाबाद, इटारसी आदि में तीन सौ से अधिक दाल के कारखाने हैं। वहां वैगनों की बड़ी गम्भीर समस्या है। वहां वैगनों की ठीक से व्यवस्था होनी चाहिए। आश्वासन दिया जाना चाहिए कि एक निश्चित मात्रा में एक सप्ताह में इस स्थान को इतने वैगन प्राप्त होंगे और इसको इतने प्राप्त होंगे। ऐसा आपने किया तो हजारों बोरे दाल देश के विभिन्न भागों में भेजने की व्यवस्था हो सकती है और दालों को समय पर भेजा जा करा है।

इटारसी में एक ओवर ब्रिज के बारे में कई सालों से कहा जा रहा है। प्रधान मंत्री श्रीमती इंदिरा गांधी बेतूल से भोपाल जा रहो थीं। उनको वहां एक आध घण्टा रुकना पड़ गया। उनको बहुत तकलीफ हुई। 1962 में इस ओवर ब्रिज की बात को स्वीकार किया गया था। पिछले बजट में इसके लिए कुछ राशि रखी गई। मध्य प्रदेश सरकार ने इसको क्लीयर कर दिया है परन्तु उसका कम शुरू नहीं हुआ है। यह योजना 1962 में 2 करोड़ की थी जो आज बढ़ कर 22 करोड़ की हो रही है। और जितना विलम्ब होगा उतना ही एस्टी-मेट बढ़ता जायगा।

राजधानी सेवा प्रारम्भ करने की जो बात की है पिछले दिनों भोपाल से दिल्ली के लिए एक नई गाड़ी चलाने की घोषणा रेल मंत्री जी ने की थी। पर जब देखा गया तो भोपाल में नई रेल गाड़ी खड़ी

करने को कोई व्यवस्था नहीं है, सफाई की भी व्यवस्था नहीं है। इसलिए इटारसी जो महत्वपूर्ण जंक्शन है और जहां दोनों प्रकार की सुविधायें उपलब्ध हैं तथा भोपाल से 50 किलोमीटर दूरी पर है अतः उस गाड़ी को क्यों न इटारसी से गरम्भ कर के नई दिल्ली को जोड़ दिया जायें। इस तरह आपका उद्देश्य भी पूरा हो सकेगा और मध्य प्रदेश की सबसे पवित्र गाड़ी नर्मदा है इसलिए इस गाड़ी का न भर्मदा ऐक्सप्रेस रखा जायें।

होशंगाबाद एक डिवीजनल टाउन है और सारे डिवीजनल आफिसेज वहां हैं। ज्येलम ऐक्सप्रेस वहां से किलती है, जो कि छोटी जगहों पर तो रुकती है, लेकिन होशंगाबाद नहीं रुकती है आकिशिली। यद्यपि कि अनाकिशियली रुक जाती है। इसलिए क्यों नहीं उसको होशंगाबाद में आकिशियली रोका जायें। इसी तरह इटारसी महत्वपूर्ण जंक्शन है वहां तमिलनाडु ऐक्सप्रेस को रोका जायें। पिछले दिनों जब आप होशंगाबाद गये थे तो वहां पर पिपरिया के जनप्रतिनिधि आप से मिले थे उन्होंने मांग की थी कि महानगरी ऐक्सप्रेस को वहां रोका जायें क्योंकि पंचमढ़ी हिल स्टेशन नज़दीक है। और 1980-81 का जो रेलवे टाइम टेबिल रेलवे ने निकाला है उसमें 2 मिनर इस गाड़ी के रुकने का वहां जिक्र है। लेकिन रुक नहीं रही है। साथ ही दो वर्ष के रिजर्वेशन की भी व्यवस्था है। परन्तु ट्रेन के वहां न रुकने से यह काम नहीं हो सकता। अतः इस विसंगति को समाप्त किया जाय।

इसी तरह से गंगा-कावेरी गाड़ी जो चलती है गड़रवारा एक महत्वपूर्ण नगर है उसको वहां रोकने की व्यवस्था करें। मध्य प्रदेश में दो महत्वपूर्ण गाड़ियां चलती हैं जो वहां से चलती हैं। पहली गाड़ी इंदौर से शहू हो कर बिलासपुर पर खत्म

होती है। इसमें डीजल इंजन लगाया जायें और डिब्बों की संख्या बढ़ाई जायें और समय पर गाड़ी पहुंचे। इसी तरह कुतब ऐक्सप्रेस भी लेट चलती है उसको भी समय पर चलाने की व्यवस्था हो।

इसी प्रकार से जबलपुर से गोंदिया और मंडला से नैनपुर छोटी ल इन की जो गाड़ियां हैं उनको ब्रौडगेज में चेंज करने की मांग की जा रही है। वहां के लोगों को आशा है कि आप इस पर अवश्य ध्यान देकर इनको ब्रौडगेज करेंगे।

इसी तरह से बुरहानपुर में बहुत से पावरलूम्स हैं जो बम्बई और इटारसी के बीच स्थित हैं। वहां पर असीरगढ़ का किला भी है जिसको देखने के लिए लोग उत्तरते हैं। साथ ही वहां से अजन्ता और इलौरा के लिए भी लोग जाते हैं। इसलिए महानगरी ऐक्सप्रेस को बुरहानपुर में गोकने की व्यवस्था करें।

इन शब्दों के साथ मैं रेलवे बजट का समर्थन करता हूं और आशा करता हूं कि जिस प्रकार आपने देश में प्रैटोलियम पदार्थों की कमी नहीं होने दी उसी प्रकार रेल व्यवस्था में भी आप सुधार करेंगे।

**श्री शिव कुमार सिंह ठाकुर (खंडवा) :** माननीय सभापति जी अपने पूर्व के दो वक्ताओं को मैं बधाई देना चाहता हूं, उन्होंने मेरे द्वारा की जारही मांगों का भी समर्थन किया है।

महानगरी ऐक्सप्रेस जो बम्बई से बनारस जाती है का बुरहानपुर में रोकने की मांग है, एक महत्वपूर्ण ट्रेन है। बुरहानपुर में 17,000 पावरलूम्स हैं और यह कपास की एक बहुत बड़ी मंडी है, बहुत बड़ा व्यावसायिक केन्द्र है, डेढ़ लाख

## [श्री शिवकुमार सिंह ठाकुर]

की आबादी का नगर है। मैं माननीय मंत्री जी से निवेदन करता हूँ कि यह मांग जो कि नई नहीं है, मुझे तीसरी बार रेल बजट पर बोलने का मौका मिला है और हर साल मैं इस मांग को दोहराता हूँ और मुझे भूत्पूर्व रेल मंत्री श्री केदार पांडे और श्री मल्लिकार्जुन जी द्वारा आश्वस्त भी किया गया था कि आने वाले अप्रैल सब से इसका प्रबन्ध करेंगे, मुझे पूरा विश्वास है कि हमारे लायक रेल मंत्री इस ओर ध्यान देंगे। एक शेर है कि —

लोग कहते हैं बदलता है जमाना अवसर,  
मर्द वह है जो जमाने को बदल देते हैं।

मर्द के रूप में हमें सेठी जी मिले हैं, जब मध्य प्रदेश के चीफ मिनिस्टर रहे। मध्य प्रदेश में एक नई चमक आई है, वहाँ के निवासियों में आशाएं जगी हैं, न केवल आशाएं जगी हैं, बल्कि आशाओं के फूल लगे और फल भी मिले।

हमारे सेठी जी केन्द्र के जिस जिस विभाग में रहे हैं, उन्होंने बड़ी निर्भयता और कर्मठता से अपने कर्तव्य का निर्वाह किया है और उनसे जो आशाएं व अपेक्षाएं रखी गई थीं, उनकी पूर्णतः सफलता से लागू किया है। मैं अपनी ओर से उनको बधाई देता हूँ कि एक बहुत अच्छा रेलवे बजट उन्होंने प्रस्तुत किया है

दंडवते जी ने स्वयं माना है, ऐसी कठिन परिस्थिति मैं जब कि हमारे सामने लगभग 47,500 डिब्बे खराब हो गये हैं, लगभग 3150 सवारी डिब्बे बदलने हैं, कई रेलवे ट्रेक खराब हो गये हैं, बहुत से निर्माण कार्य जो मेरिटेन्स के अभाव में पड़े हैं, पूरे करने हैं और बहुत सी लाइनें जिनमें निर्गाण कार्य पिछले समय से चल रहा है,

उनको पूरा करना है, ऐसी परिस्थिति में अगर बजट में वह प्रस्ताव आते हैं तो मैं उनसे पूर्णतः सहमत हूँ। वास्तव में अगर किसी भी डैब्ल्यूपिंग कंट्री को, जिसको अपने को डैब्ल्यूप कहता है, विकसित करना है, उसे कुछ भार भी उठाना पड़ता है तो हमको उससे घबराता नहीं चाहिए। मैं सेठी जी से निवेदन करना चाहता हूँ कि बुरहानपुर एक बहुत ही महत्पूर्ण नगर है, मध्य प्रदेश का 11वाँ नगर का शहर है और यहाँ के किसानों के लाकारी मालवा में बोते हैं, लगभग 10 करोड़ का केला बुरहानपुर तहसील से और हमारे साथ लगे हुए महाराष्ट्र का जो जलगांव जिला है, जिसमें रावेर, भुसावल, निमोग, सावदा, फैजपुर के किसानों दिल्ली के लाते हैं, अपने बजट में जो यह प्रस्ताव लाये कि रेलवे फ्रेट रेट्स जो हैं वह केवल जूँ तक लागू रहेंगे, मैं उन्होंने कहना चाहता हूँ कि आखिर में जा कर यह सारा बर्डन जो पड़ता है, यह ब्याजारी सहन नहीं करता है, बल्कि किसान पर पड़ता है और आज किसान वैसी ही पिटी हुई हालत में तकलीफ में है, मैं समझता हूँ कि उनकी भावांग को आप स्वीकार करेंगे और जो छूट जून तक दी जा उसको आगे यथादत लागू रखेंगे।

बीड़ में भागलपुर एक सप्रस रोकने की काफी समय से क्षेत्र के लोग मांग कर रहे हैं और हास्सद मैं बाम्बे-भागलपुर जाती एक स्प्रेस के एक हाल्ट के लिए भी काफ़्र समय से मांग की जा रही है। ओंकारेश्वर जो कि द्वादश ज्योतिलिंग में से एक है, जहाँ पर कि सारे हिन्दुस्तान के तीर्थ-यात्री आते हैं, परन्तु उस स्टेशन पर उन रेलवे सुविधाओं का काढ़ी अभाव है, औसुविधाएं स्टेशन पर होनी चाहिए यत्नियों के लिए, यिछले दिनों जब जब भी वहाँ प्रमुख लोग आयें हैं, मिनिस्टर आये हैं, उन्होंने आश्वस्त किया है क्षेत्र के लोगों को कि सुविधाएं बढ़ायेंगे, लेकिन वह सुविधाएं नहीं बढ़ रही हैं।

अब चूंकि श्री सेठी जी के निर्वाचन क्षेत्र से लगा हुआ यह केवल 20 किलो-मीटर दूरी का मामला है, मैं चाहता हूं कि कोई एक स्पेशल रिप्रेजेन्टेटिव या अफसर वहां भेजकर वहां पर जो सुविधाएं चाहियें, उनको पूरा किया जाये।

श्री सेठी से बहुत सी आशाएं और अपेक्षाएं की जा रही थीं। मध्य प्रदेश में इन्दौर, खंडवा और बुरहानपुर के अख्बारों में ऐसी बातें छप रही थीं कि हमको रेलवे लाइन मिलेगी, यहां यह होना चाहिए, वह होना चाहिए। लेकिन श्री सेठी ने यह सिद्ध कर दिया है कि वह मध्य प्रदेश के नहीं, बल्कि इस देश के रेल मंत्री हैं। जिस तरह से वर के बुजुर्ग को समझना पड़ता है कि कितना पैसा मेरी जेब में है और उसे किस ढंग से खर्च करना है, उसी तरह श्री सेठी ने कम से कम पैसों से देश की आवश्यकताओं की पूर्ति करने का प्रयत्न किया है।

मैं मंत्री महोदय से निवेदन करना चाहता हूं कि भले ही इस साल नहीं, लेकिन जब कभी बजट अलाउ करे, जब कभी उचित अवसर मिले, तब खंडवा-दाहोद और बुरहानपुर-बैतूल लाइनों के सर्वेक्षण के लिए प्रावधान करायें। इन लाइनों के लिए बहुत दिनों से मांग चली आ रही है।

कई बार सारी सुविधाओं की व्यवस्था करने के बावजूद भी छोटी छोटी बातों के कमी के कारण रेलवे प्रशासन की सफलता का आकलन नहीं हो पाता है। बुरहानपुर रेलवे स्टेशन शहर से ढाई मील दूर पड़ता है। पहले बुरहानपुर सिटी में एक बुर्किंग ऑफिस था, लेकिन न जाने किन कारणों से उसको हटा दिया गया। हम लोग तीन साल से मांग कर रहे हैं कि रेलवे स्टेशन पर एक एन-क्वायरी क्लर्क नियुक्त किया जाए।

यात्री ढाई तीन मील चल कर स्टेशन पर पहुंचते हैं और ऐन वक्त पर उन्हें बताया जाता है कि ट्रेन लेट है। इससे उनका पैसा और टाइम बर्बाद होता है। इसलिए वहां पर रेलवे एनक्वायरी ऑफिस बना कर अलग से एनक्वायरी क्लर्क नियुक्त किया जाये और माइक का भी इन्तजाम किया जाए।

चिंचाला रेलवे लाइन के दूसरी तरफ का एस्थिया है। वहां आने जाने में काफी तकलीफ होती है। वहां पर एक ओवर-ब्रिज बनाया गया है। अब केवल कुछ पैसा खर्च कर के उसको एक स्टेंड करना है। मुझे आशा है कि मंत्री महोदय चिंचाला के ओवरब्रिज के बारे में आदेश देंगे।

बुरहानपुर स्टेशन पर लूप-लाइन डालना बहुत आवश्यक हो गया है। सुपर-फास्ट ट्रेन के जाने के कारण वहां पर यात्री-गाड़ियों और गुडज ट्रेनों को रुकना पड़ता है, जिससे यात्रियों को बहुत तकलीफ होती है। वहां पर लूप-लाइन डालने से इस कठिनाई को हल किया जा सकता है।

हम लोग बुरहानपुर में एक शूगर कारखाना को ओपरेटिव में डाल रहे हैं। मैं श्री केदार पांडे का आभारी हूं कि उन्होंने रेलवे वैगन्ज उपलब्ध करा दिये थे। लेकिन मुझे दुख है कि उनके आदेश के बावजूद 25,000 सीमेंट के बोरों के लिए वैगन्ज नहीं मिले। वह किसानों का को ओपरेटिव है। आने वाले समय में उस कारखाने के लिए एक लाख बोरे सीमेंट की आवश्यकता होगी। उसके लिए अवश्य वगन्स दिलाए जायें।

खंडवा और निम्बोला में ओवरब्रिज की मांग बहुत पुरानी है। जब श्री सेठी चुनाव के समय या उसके बाद बुरहानपुरा

## [श्रो दिव कुमार सिंह उकुं]

जाते हैं, तो रेलवे ब्रिज के अभाव में उन्हें भी दस पंद्रह मिनट तक रुकना पड़ता है। इन्दौर से बंगलौर का ट्रक ट्रैफिक, और इन्दौर से बम्बई जाने के लिए खलघाट या अन्य स्थानों पर अवरोध होता है, तो वह सारा ट्रैफिक डाइवर्ट होता है। निम्बोली में ओवर-ब्रिज बनाने से यह कठिनाई दूर हो जाएगी। खंडवा के ओवरब्रिज के अभाव से पूरे शहर में कनेशन हो जाता है। इस ओवरब्रिज की मांग बहुत पुरानी है। मुझे आशा है कि मंत्री महोदय इस ओर ध्यान देंगे।

बुरहानपुर से जो पैसेंजर वार्षणी एक्सप्रेस से इटारसी आते हैं, पहले उन्हें जी०टी० एक्सप्रेस मिल जाता था। लेकिन समय-सारणी न परिवर्तन होने के कारण अब उन्हें इटारसी में जी०टी० एक्सप्रेस नहीं मिलती है। मैं निवेदन करूंगा कि उसको इस ढंग से समायोजित किया जाए कि बुरहानपुर से दिल्ली आने वाले यात्रियों को इटारसी में जी०टी० एक्सप्रेस मिल जाए।

सूरत और बड़ौदा वर्गैरह से जो गुजराती भाई और अन्य पैसेंजर आते हैं, वे सुवह साढ़े 9 बजे भुसावल पहुंचते हैं। साढ़े 9 बजे से साढ़े 4 बजे तक बुरहानपुर, खंडवा और इटारसी के लिए कोई ट्रेन नहीं है। यह बहुत बड़ी मांग है कि सूरत से भुसावल जो ट्रेन आती है, उसको खंडवा या इटारसी तक एक्सटेंड कर दिया जाए या दूसरी ट्रेनों के समय को इस तरह समायोजित किया जाए कि पैसजरों को छः सात घण्टे तक भुसावल पर न रुकना पड़े।

माननीय प्रकाश चन्द्र सेठी जी से हमें बड़ी आशा है। मैं उनकी बहुत प्रशंसा करता हूं क्योंकि वे जो कुछ कहते हैं वह करते भी हैं। मैं उन्हें एक बार पुनः हृदय से बधाई देना चाहता हूं कि उन्होंने बहुत ही

अच्छा बजट इस सदन के समक्ष प्रस्तुत किया है। धन्यवाद।

SHRI GHULAM RASOOL KOCHAK (Anantnag): I take this opportunity to express my satisfaction over the Railway Budget that has been presented before this House. I am pained to express that I could not do justice in expressing in different context the realistic budget that has been produced before this House to-day.

As I have rightly been advised by Your Honour that I should confine myself to the area, is the State of Jammu & Kashmir which I am representing, the problems of Railways in Jammu & Kashmir State are as old as history. I would like to take this House out of this drowsiness that has started coming up and out of this monotony that has started coming up due to a long discussion on this Budget, and take them to the top hills of J & K State which are snowclad at this time so that we have a breathing space to think coolly and calmly over the problems that confront the people of J & K State.

Our State is a State where railway is just, what I should say, only heard and learnt by the students when they read history that there is something of a railway communication. I would like to take this opportunity to express myself on behalf of the millions of people of the J & K State their cherished desire and their pride in expressing myself on this before this august body that to further strengthen our emotional integration with India from Kashmir to Kanyakumari, a railway communication link is a must for the J & K State which is not only of strategic importance for my State but our heads are hung under a Democles sword where we are ever in the danger of foreign aggression. The difficulty which we people have is that we do not have an alternative line. The only communication line that links this part with the integral part of Kashmir is the road transport communication and that transport communication service

is such a hazardous thing, especially during the winter season when we are cut off from the whole world and there can be many eventualities that may follow if this important aspect of the problem is not seriously considered, not only from the strategic point of view but from the defence point of view and not only from the defence point of view but also from other financial points of view. If I take only the defence budget, what it would cost the Government to transport men and material to that part, a railway communication would pay back hundred times more by way of revenue and the Government can save a lot on that account. By this time, all the defence needs are being meted out by transport communication. This is not an ordinary thing. There is an escalation in the price of petroleum products and we would be saving thousands and lakhs and lakhs worth of rupees if only we pin down on this particular subject. Our tourist traffic is so heavy and so bulky that we cannot cater it by way of a single source of transportation by road only for the lakhs of tourists would very much wish to carry my tourists right from Jammu in jubilation to my valley. But, on the way, they have to stop at Jammu and go forward. How can you expect me to carry them? In view of mounting strategic problems, in view of the mounting economic conditions, in view of the mounting pressure of our visitors—the tourist-classes and in view of the mounting economic development of my State, I think this House would consider seriously about this urgent problem facing India. There is a possibility of some railway link to link Jammu with the valley of Kashmir.

MR. CHAIRMAN: Just a minute. Is your Jammu and Kashmir Government prepared to give the land to our railways?

SHRI GHULAM RASOOL KOCHAK: Yes, yes. That is agreed. In fact last year I pressed them very much. The Government is prepared to give land that is required by the Railways and

they are even prepared to meet the cost of land.

MR. CHAIRMAN: You kindly consult the Jammu and Kashmir Government.

SHRI GHULAM RASOOL KOCHAK: I am very much sure about this. Sir, during the British imperialism, I could say that there was prepared a feasibility report of the Railways—From India to the Valley. That feasibility report is on record. We know that the Britishers were thinking of interlinking India with the rest of the valley of Kashmir.

There was another feasibility report which was presented as early as in 1956 where the Tata's parties demanded Rs. 300 crores. Earlier the project cost was only Rs. 30 crores. Then, the project cost started going upto Rs. 300 crores.

Now the question is: when we go into the vitally important part of strategic importance, we should all come forward, the nation should come forward, in interlinking this State by an alternative route. Last year, in this very House I pressed hard that at least there should be a little initiative taken to take our railways right up from Jammu to Udhampur. In this House it had also been accepted. But, to our misfortune, we find that in this year that scheme has been dropped due to financial constraints. It is not a question of linking a district with a district but the question is of linking India with Kashmir. From both sides I am hearing for the change from the Metre-gauge to the broad-gauge. The question here is of linking Kashmir with the rest of India. I would respectfully submit that all priorities should be given to this important aspect of the matter.

Sir, everybody is expecting from this age-old beautiful lady anything and everything but nobody is prepared to serve her or substantiate her health or take care of her health. Separation of Railway Budget from the

[Shri Ghulam Rasool Kochack]

General Budget is the greatest irony of fate. All the other Departments, viz., Coal, Mines, Cement and Industries are asking this thing and that thing but why the Railway Budget is not substantiated by the General Budget; after all Railways are of most crucial importance to general public. So, instead of asking from the Railways we should be extending more resources to this Department. This would serve this department of vital importance.

श्री मोहन लाल पटेल (जूनागढ़) : सभापति जी, मैं रेलवे बजट का समर्थन करता हूँ।

मुझ से पहले बोलने वाले वक्ताओं ने बहुत से सुझाव दिये हैं। मैं उन को दोहराना नहीं चाहता। भारत में रेलवे का क्या महत्व है, इस का बहुत से सदस्यों ने उल्लेख किया है लेकिन मैं दो-तीन सुझाव देना चाहता हूँ।

आज हमारे देश में जो भी साधन हैं, उन में गुड्स वैगन, पैसेन्जर कोच, इंजन और ट्रेक आदि हैं। उन का अगर ज्यादा से ज्यादा उपयोग किया जाए, तो हमारे यहां कोई भी कमी रहने की बात नहीं है। पिछले दो सालों में उन का उपयोग बहुत ज्यादा बढ़ता जा रहा है। मेरे से पूर्व-वक्ताओं ने कहा है कि हमारे पास जो वैगन हैं, उन का ज्यादा से ज्यादा उपयोग पिछले दो सालों में हुआ है। सन् 1976-77 और 1977-78 में हमारे पास जो वैगन थे, उन का ज्यादा से ज्यादा उपयोग हुआ था। सन् 1976-77 में जो हमारे पास 3 लाख 84 हजार वैगन थे, उन्होंने 212 मिलियन

ठन सामान की ढुलाई की और 1977-78 में जो 3 लाख 86 हजार वैगन थे, उन्होंने 220 मिलियन ठन सामान की ढुलाई की। लेकिन पिछले सालों में इस में कुछ गिरावट आई थी। उस के बाद सन् 1981-82 और 1980-81 में उस में सुधार हुआ है। इंजनों का उपयोग भी हमारे यहां बढ़ना चाहिए। यहां पर जो रिपोर्ट पेश की गई है, उस में यह किया हुआ है कि 1976-77 में पैसेन्जर ट्रैन में स्टीम इंजन ने 233 किलोमीटर एक दिन में कवर किया, 1977-78 में 228 किलोमीटर, 1978-79 में 218 किलोमीटर, 1979-80 में 215 किलोमीटर और 1980-81 में 210 किलोमीटर कवर किया। इस तरह से आप यह देखें कि इस में कुछ गिरावट आ रही है। परंतु किलोमीटर चलने में डीजल इंजन में भी गिरावट आई है लेकिन डीजल इंजन और कोयले के स्टीम इंजन में बहुत बड़ा फर्क है। जहां स्टीम इंजन एक दिन में 210 किलोमीटर चलता है, वहां डीजल का इंजन 610 किलोमीटर चलता है। इस तरह से आप यह देखें कि डीजल इंजन स्टीम इंजन के मुकाबले में तीन गुना काम देता है। इसलिए मेरा यह सुझाव है कि जितनी जल्दी हो सके, इंजनों का कन्वर्जन डीजल या बिजली के इंजनों में किया जाए।

दूसरी बात मैं यह कहना चाहता हूँ कि सब जगहों के लिए यह कहा जाता है कि हमारे यहां रेलवे की सुविधाएं बढ़ाओ। मैं गुजरात से आता हूँ। गुजरात में रेलवे लाइन, ज्यादा से ज्यादा हैं, खास कर

सौराष्ट्र में जहां से कि मैं आता हूं। हमारे भावनगर-राजकोट डिवीजन से रेल-लाइन काफी हैं लेकिन हमारे यहां पैसेंजर ट्रैफिक रेल से कम होता जा रहा है। इस के सम्बन्ध में मैंने नियम 377 के अन्तर्गत माननीय मंत्री जी का ध्यान दिलाया था।

हमारे पूरे इंडिया में रेलवे में 1973-74 में रेलवे का ट्रैफिक 2,654 मिलियन नम्बर था वह 1980-81 में बढ़ कर 3,612 मिलियन ट्रैफिक हो गया। यह पूरे इंडिया का एक हजार मिलियन ट्रैफिक बढ़ा है लेकिन हमारे भावनगर में जहां 1971 में 21.7 मिलियन ट्रैफिक था वह 1980-81 में घट कर 17.7 मिलियन हो गया। इस तरह से पिछले दस सालों में यह चार मिलियन ट्रैफिक घटा। इसलिए यह हमारे लिए चिंता की बात होती जा रही है कि हमारे यहां ट्रैफिक रेलवे से घटता जा रहा है।

इस के दो कारण हैं। एक तो वहां पर रेलवे की स्पीड बहुत कम है। जहां स्टेट ट्रांसपोर्ट बस एक जगह पहुंचने में चार घण्टे लेती है वहां रेलवे से पैसेंजर 6-7 घण्टे में पहुंच पाता है। इसलिए पैसेंजर बस से ट्रैवल कर रहे हैं और रेलें खाली जा रही हैं। इसका दूसरा कारण यह है कि वहां के रेलवे ट्रैक बहुत पुराने हैं।

माननीय सभापति जी, हमारे यहां कहावत है—सौराष्ट्र राज्य में जगह-जगह राजा, स्टेशन कम जंक्शन ज्यदा। वहां स्टेशन कम हैं, जंक्शन ज्यादा हैं। लेकिन वहां रेलवे का ट्रैफिक कम होता जा रहा है

इसलिए वहां रेलवे में नुकसान होता है और इसी की वजह से वहां रेलों को रद्द कर दिया जाता है। कोयले की कमी की वजह से भी रेलों को रद्द कर दिया जाता है। कभी वहां 50, कभी 30, कभी 20 ट्रेंस रद्द कर दी जाती हैं। आज भी वहां पर 12 ट्रेंस रद्द कर दी गई हैं।

माननीय सभापति जी, मैं आपके माध्यम से माननीय मंत्री जी का ध्यान दिलाना चाहता हूं कि हमारे यहां एक स्पेशल इक्वारी कराई जाए और यह पता लगाया जाए कि इस सब के बारे में किसी कमेटी के बिठाने की ज़रूरत है या नहीं। हमें भय है कि आहिस्ता-आहिस्ता कर के हमारी काफी ट्रैनें रद्द कर दी जाएंगी।

मैं माननीय मंत्री जी को ध्यन्यवाद देता हूं कि हमारे रेलवे ट्रैक के कंवर्शन के लिए काफी रकम का प्रोविजन किया गया है। हापा-पोरबन्दर, हापा-ओखा मीटर-गेज लाइन के कंवर्शन के लिए बजट में 50 परसेंट प्रोविजन हो गया है। मैं कहना चाहता हूं कि राजकोट से विरावल पोर्ट तक का 150 किलोमीटर का टुकड़ा रह जाता है। विरावल पोर्ट एक बहुत बड़ा पोर्ट है। वहां से एक्सपोर्ट और इम्पोर्ट बहुत होता है। उसको भी ब्राडगेज में कंवर्ट करने के बारे में सोचिए और उसका सर्वे कराइए।

हम यह चाहते हैं कि वहां की ट्रेंस की आप स्पीड बढ़ाइये, वहां ट्रेंस तो काफी हैं लेकिन ट्रैक पुराने हैं। आपने साबर-मती-दिल्ली रेलवे लाइन के ब्राडगेज

कंवर्शन के लिए थोड़ी-सी रकम रखी है। हमारी मांग है कि उसका काम भी जल्दी से जल्दी पूरा हो।

एक हम यह चाहते हैं कि सर्वोदय एक्सप्रेस जो अहमदाबाद से दिल्ली आती है वह हफ्ते में दो दिन चलती है। उसको हफ्ते में तीन दिन कर दिया जाए।

इतना कह कर मैं माननीय मंत्री जी को धन्यवाद देना चाहता हूँ कि उन्होंने रेलवे का काम संभाला है और एक अच्छा बजट प्रस्तुत किया है। पिछले दो

सालों में हमारी रेलों में प्रगति और एफीशियेंसी बढ़ी है। मैं आशा करता हूँ कि यह आगे भी बढ़ेगी।

#### BUSINESS ADVISORY COMMITTEE

[TWENTY-SIXTH REPORT]

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI P. VENKATASUBBAIAH): Sir, I beg to present the Twenty-sixth Report of the Business Advisory Committee.

18.00 hrs.

*The Lok Sabha then adjourned till eleven of the Clock on Wednesday, March 3, 1982/Phalguna 12, 1903 (Saka).*